

MODEL AIRPLANE NEWS

presents

PRICE
\$2.00

the BEST of

WYLAN

WRIGHTS

WORLD WAR I

BETWEEN
THE WARS

WORLD WAR II

BOMBS

BOOK 2

CONTENTS

FOREWORD	3
-----------------------	---

THE BEGINNING

Wright Model A	4
Wright Model B	5

WORLD WAR I

deHavilland DH-1	8-10
SPAD 7	11-13
Albatross D-1 to D-5	14-17
deHavilland DH-4	18-21

BETWEEN WARS, MILITARY

Curtiss P-1 Series	24-27
Curtiss P-6E, F11C-2	28-31
Northrop A-17A	33-35
Hawk IIIC	36-38
Vought V-143	39-41

BETWEEN WARS, CIVILIAN

Ford Tri-Motor	44-47
Lockheed Vegas	48-51
Lockheed Sirius, Altair, Orion	52-55

WORLD WAR II

Curtiss P-40D	58-59
Spitfire II	60-61
Messerschmitt ME-109J	62-63

BOMBS	64
--------------------	----

CREDITS

Compiled, Produced,

Cover design by Wm. C. Northrop, Jr.

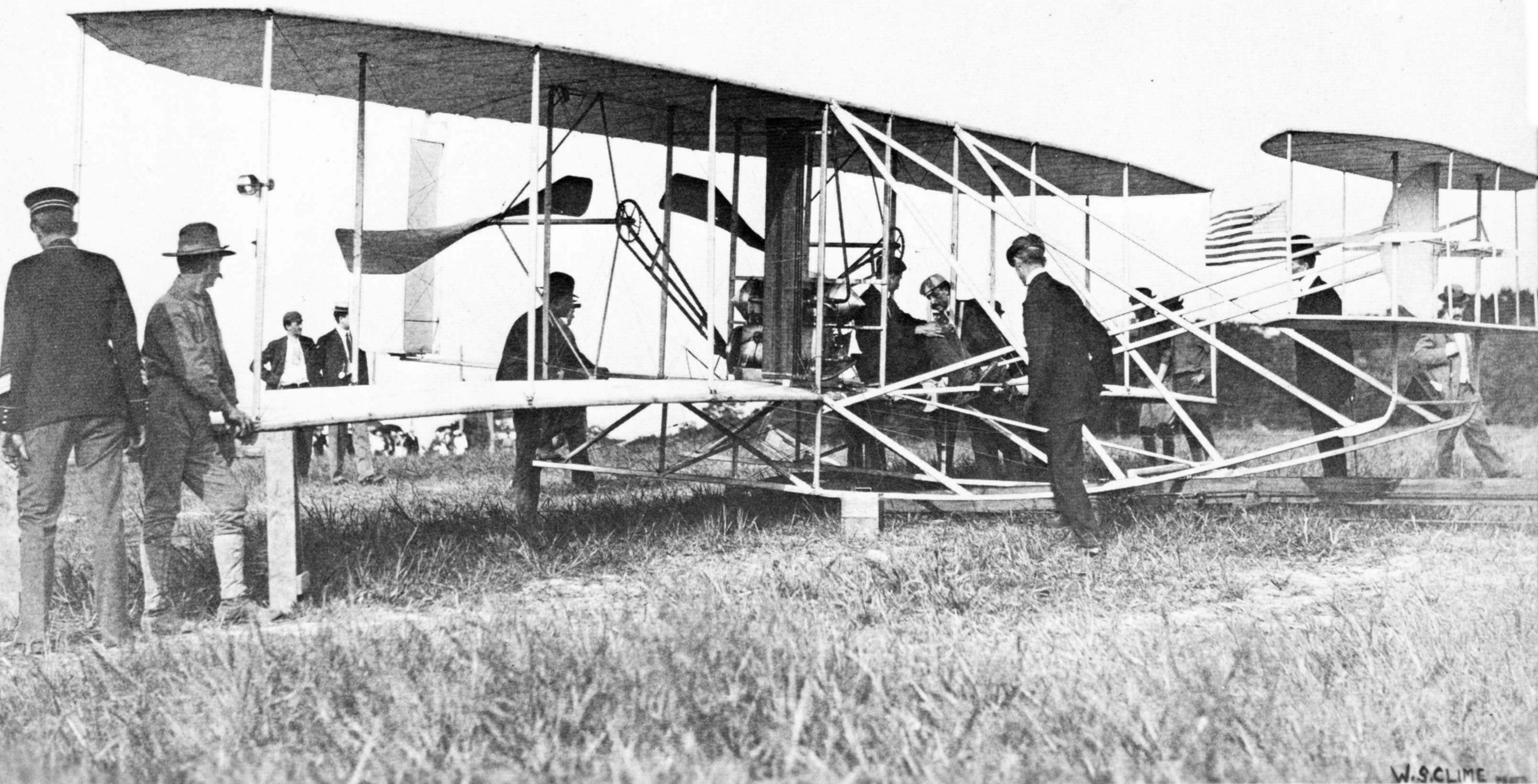
Edited by Walter L. Schroder

Photograph, Page 2 ... The Smithsonian Institution

(The entire contents of this book is protected by copyright. Copyright 1937, 1939, 1941, 1943, 1944, 1946, 1947, 1948, 1949, 1954, 1955, 1956 by Air Age Inc.)

WRIGHT MODEL A

Orville Wright leaning over pilot's seat.



FOREWORD

How many times have you looked through various record selections by your favorite musical artist and wished that just once, you could select the tunes to be included in one particular album?

It may seem easy at first, but there are two very perplexing problems that pop up almost immediately . . .

Before going on, let's jump across to the parallel rail . . . the similar situation. The musical artist now becomes a genius of drafting pen and ink, William A. Wylam; the creations by this artist become a long list of profusely detailed drawings of famous aircraft through the ages; and the album becomes this book, for which we must select the subjects.

The problem? First, having been a Wylam fan for about thirty years and having most of his work on hand, it was necessary for us to try to pick about sixteen of the best out of more than a hundred subjects. Practically every one had something in it that made it worth choosing.

The other, and most perplexing problem, was that we must try to read the minds of the prospective purchasers of this book and guide our selection accordingly.

With this our goal, the subjects chosen are ones that have been well known through the years, not only by the aeronautically minded but also by the general public, who only knows aviation by what it was taught in school or read in the newspapers. For example, when one talks about the beginning of aviation, the word "Wright" will be mentioned by even the most disinterested individual.

As for World War I, Albatross is probably second only to Fokker in the many Luftwaffe legends that have come out of that conflict, which seemed to develop so many individual fighting personalities. And speaking of personalities, what more well-known combination than Rickenbacker and SPAD? The de-

Havilland Company contributed the DH-1, which was so symbolic of the early configurations, and the DH-4, which represented the height of development by 1918 and then went on to more fame as the backbone of the U. S. Air Mail.

During the classic age, the 1930's, Curtiss initiated the start of the Army Air Corps "P" series with the beautiful taper winged biplanes that developed into the famous P-6E and its later refinement, the 111C Hawk. Northrop turned out the A-17A, which later, under the Douglass name, became the foundation of the Navy's Pacific air fleet as the SBD dive bomber.

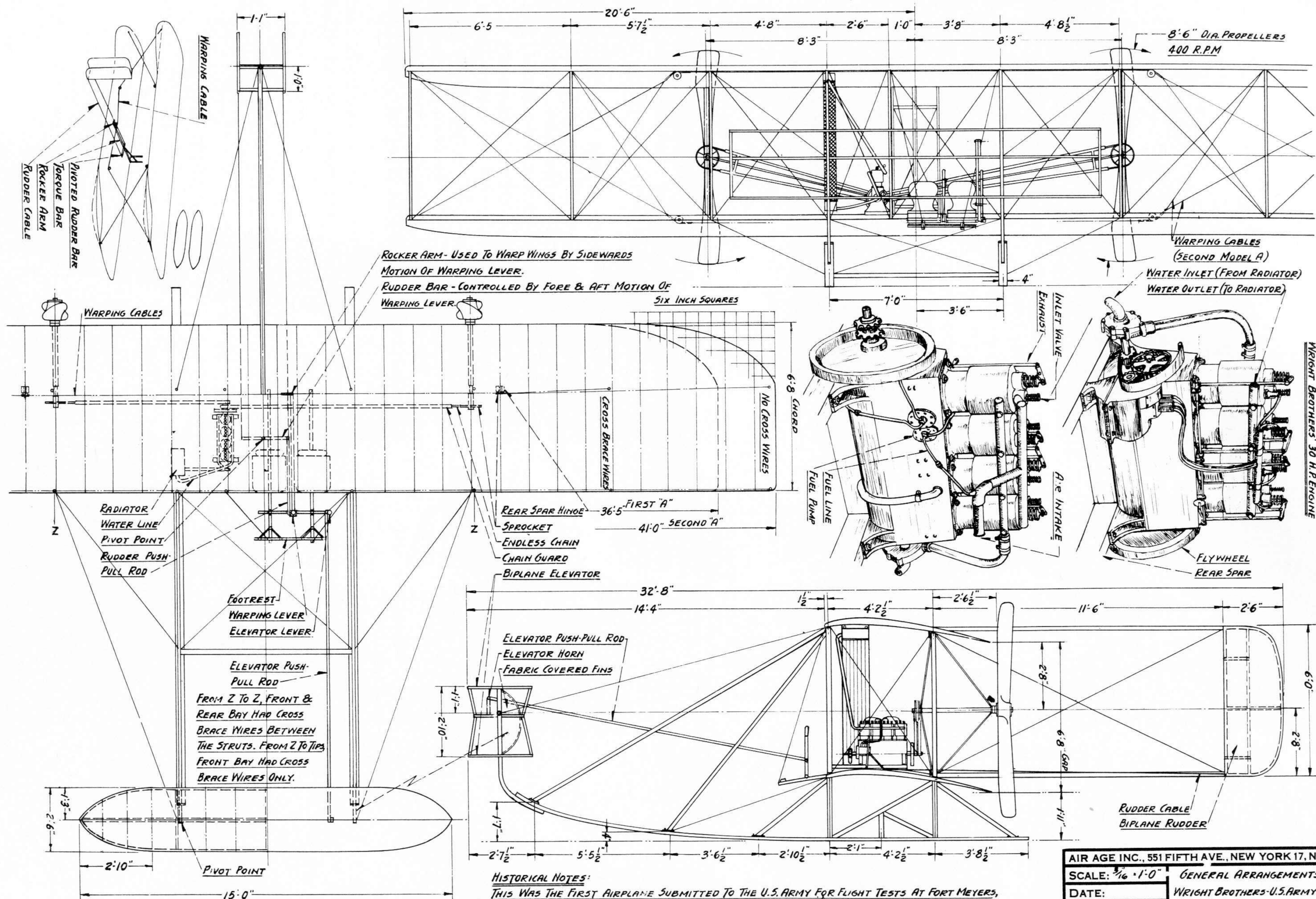
During this same period, the non-military planes were making the land-locked public constantly aware of the rapid development of aviation as a transportation utility. Famous flyers were establishing transcontinental records, transoceanic records, and globetrotting feats, and the name Lockheed was synonymous with many of these accomplishments. While all this was going on, the Ford tri-motor began the process of grinding out the millions of passenger miles that is now making country to country commuting a daily affair.

Unfortunately, war seems to have rightfully gained the reputation of speeding the development of aviation more than any other single force. With World War II, the propeller driven airplane reached its peak as a fighting machine. Ask anyone to name one pursuit or fighter plane each from the United States, Great Britain, and Germany and in many cases you'll hear P-40, Spitfire, and Messerschmitt. Maybe they weren't the fastest and didn't carry the most fire power, but they were beautiful airplanes in functional simplicity.

So here's our Wylam selection: an outline of aviation history, pages out of one man's book of visual recordings.

Their flight is over, but the memory lingers on . . .

—WM. C. NORTHROP, JR.



WRIGHT BROTHERS' 30 H.P. ENGINE

HISTORICAL NOTES:

THIS WAS THE FIRST AIRPLANE SUBMITTED TO THE U.S. ARMY FOR FLIGHT TESTS AT FORT MEYERS, VIRGINIA. THIS MACHINE CRASHED ON SEPTEMBER 17, 1908 WHICH KILLED LT. THOMAS SELFRIE. SELFRIE ARMY FIELD, MICHIGAN WAS NAMED IN HIS HONOR.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/16" = 1'-0"	GENERAL ARRANGEMENTS
DATE:	WRIGHT BROTHERS-U.S. ARMY
DRAWN BY W.A. WYLAM	MODEL A

Diagram illustrating the components of the Model B Wheel Axle Assembly:

- NO. 1 "B" 4 WHEELS-2"x20"
- NO. 3 "B" 2 WHEELS-3"x24"
- NO. 1 "B" FABRIC COVERED
- NO. 3 "B" FABRIC COVERED
- WHEEL WASHER PLATES
- FIXED STEEL BRACE
- SHOCKCORD
- WHEEL AXLE
- PIVOT POINT

MODEL "B" WHEEL AXLE ASSEMBLY

MODEL 'B' WHEEL AXLE
ASSEMBLY

PIVOT POINT

SECTION 'A-A'

This technical drawing shows a perspective view of a rectangular frame assembly. A horizontal line, representing the axle, passes through the center of the frame. The frame is composed of vertical and horizontal members, with diagonal bracing. A label 'PIVOT POINT' with an arrow points to the top center of the frame. A vertical line with an arrow at the bottom indicates the location of 'SECTION 'A-A''. The drawing is a line sketch with no shading.

6'6"
2'8 1/2"
8"
8"
NO CROSS WIRES
CROSS WIRE BRACE
CROSS WIRE BRACE
CROSS WIRE BRACE

U.S. ARMY NO. 3 WRIGHT REVISED MODEL "3"
39'0"
NO CHANGES ON REAR
OUTRIGGER; MINOR
CHANGES ON FRONT.
11'3"
26' 26' 3'2" 5'8" 7'5"
19'6"
WATER RADIATOR
WATER PIPINGS
FUEL TANK
ELEVATOR CONTROL
WARPING CONTROL
ELEVATOR CONTROL
CROSS BRACE
ENGINE FLYWHEEL
FUEL TANK
6'0"
PROPELLER SPROCKET
WATER RADIATOR
SINGLE WHEEL AXLE

TORQUE SHAFT
LAMINATED PROPELLER
SPACERS
DRIVE SHAFT HOUSING
REAR SPAR HINGE
SPROCKET (BOTH WINGS)
SPROCKET (PROPELLER)
ENDLESS CHAIN
CHAIN GUARD
DOUBLE CABLES (WARPING CONTROL)
SPROCKET
WARPING CABLES (LOWER WING)
DUAL ELEVATOR CONTROL
WARPING CONTROL
ELEVATOR CONTROL
WARPING BALANCE CABLES

38'-6"

19'-3"

FROM "Z" TO TIPS, FRONT BAY HAD CROSS-BRACE WIRES

6'-8"

5'-3"

3'-5 1/4"

2'-4 1/2"

8"

3'-0 1/4"

3'-5 1/4"

FROM "ZZ" FRONT & REAR BAY HAD CROSS BRACE WIRES (BETWEEN THE STRUTS).

ELEVATOR CONTROL CABLES

RUDDER CONTROL CABLES

FUEL

4 CYLINDERS, UPRIGHT, IN LINE
WRIGHT ENGINE OF 30 H.P.

NOTES:
FIRST MODEL "B" WAS DELIVERED TO THE ARMY AT FORT MEYERS, VA. ON JUNE 28, 1909. THIS WAS GIVEN THE SERIAL NUMBER ONE; SECOND MODEL "B" WAS REVISED. DELIVERED ON JUNE 2, 1911; SERIAL NUMBER THREE.

WARPING CABLES (DOUBLE CABLE)

WARPING CHAIN & SPROCKET

8'-6" DIA. PROPELLER

9'-8" PITCH

2'-9"

5'-6"

9"

9"

(D)

(C)

(B)

(A)

Z

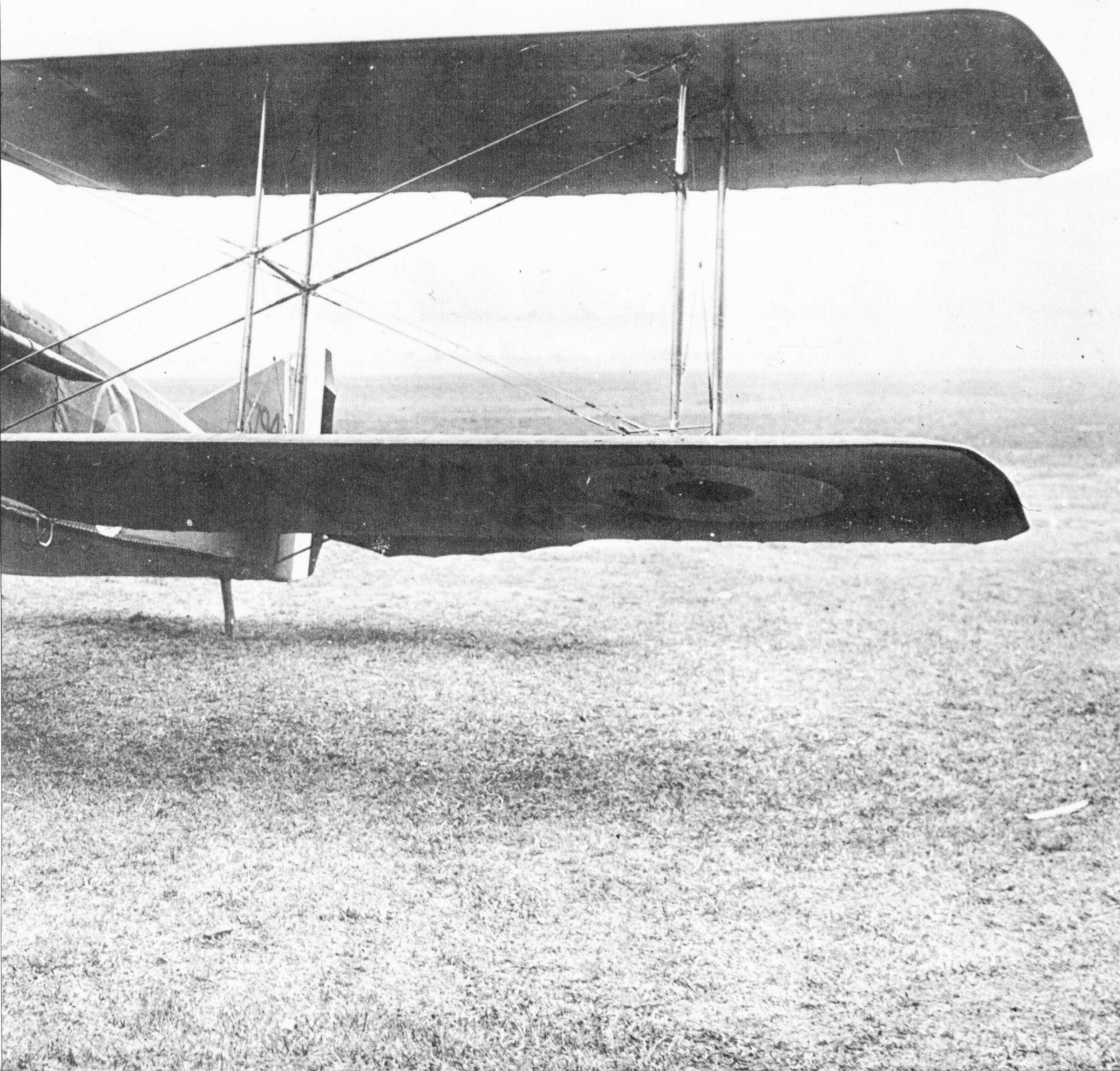
Z

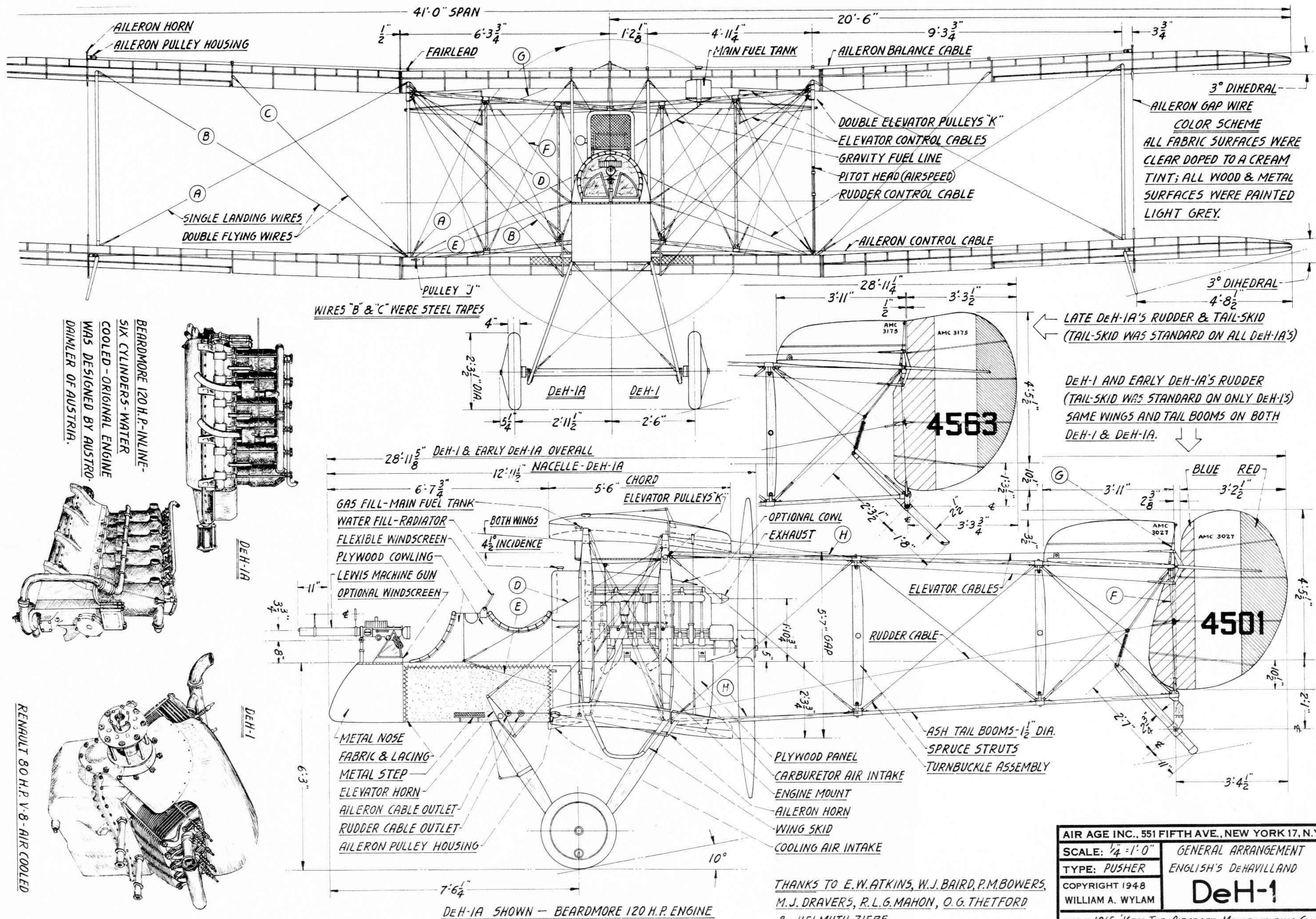
5

British-built SPAD 7 with

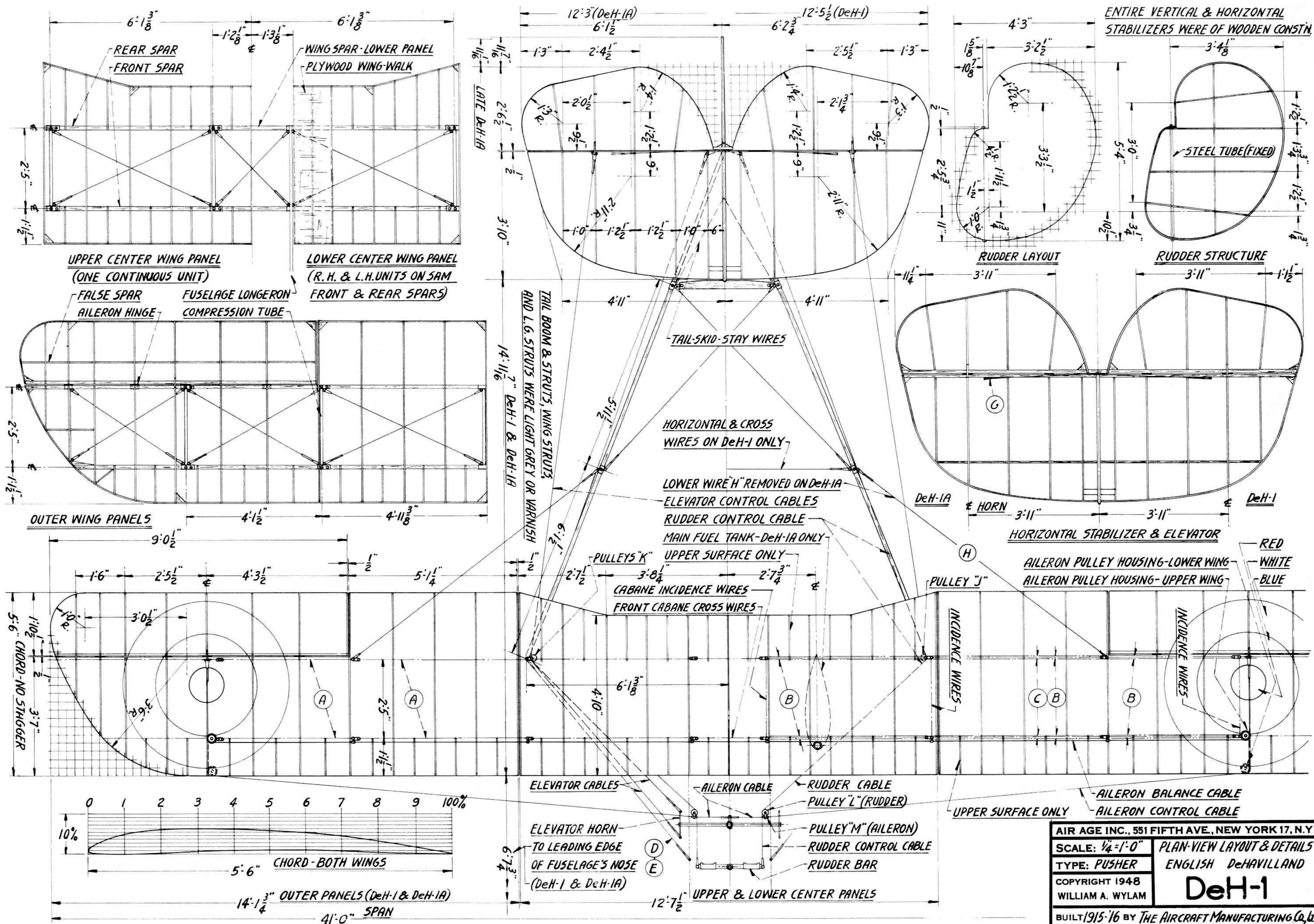


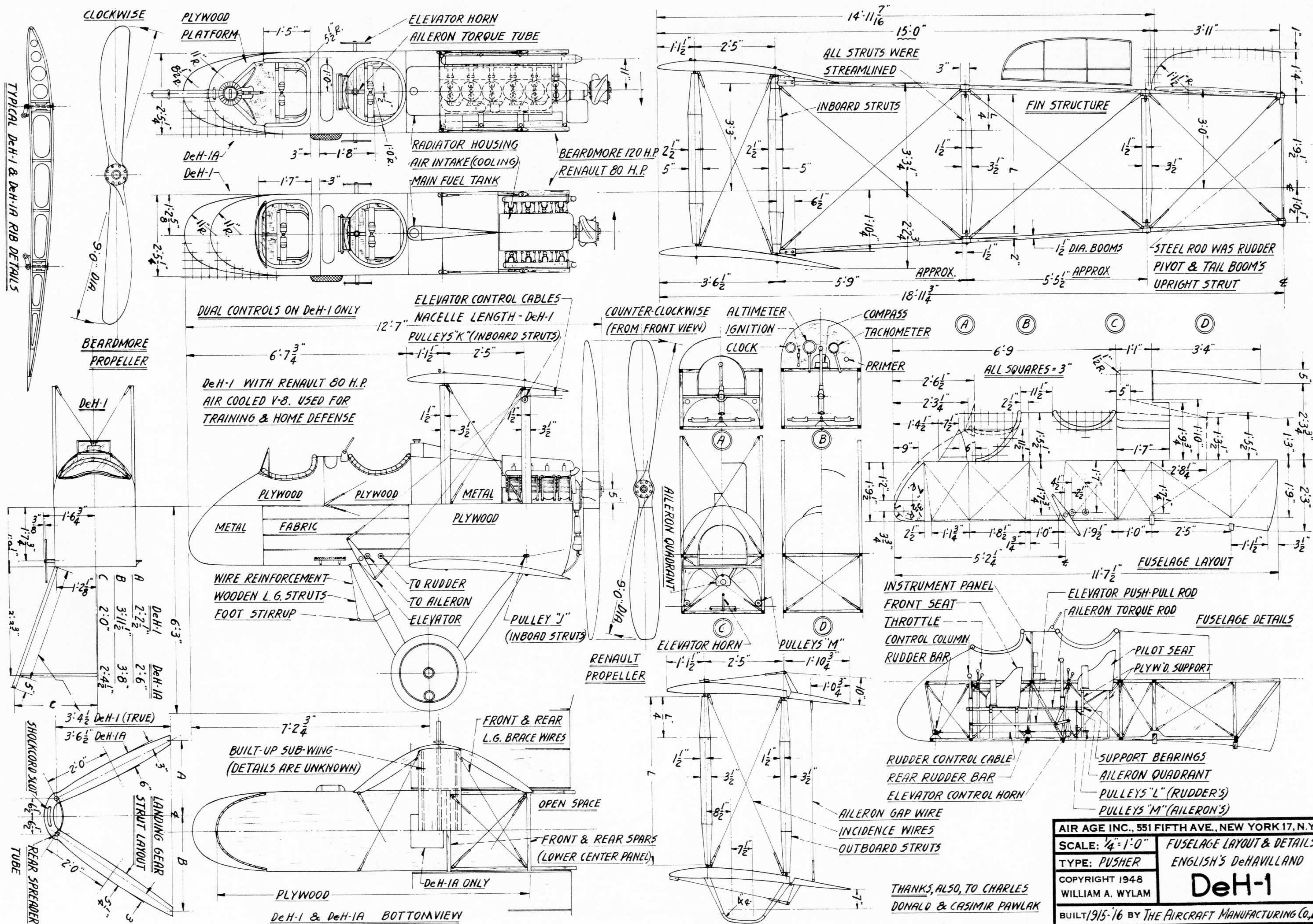
180 Hp Hispano Suiza





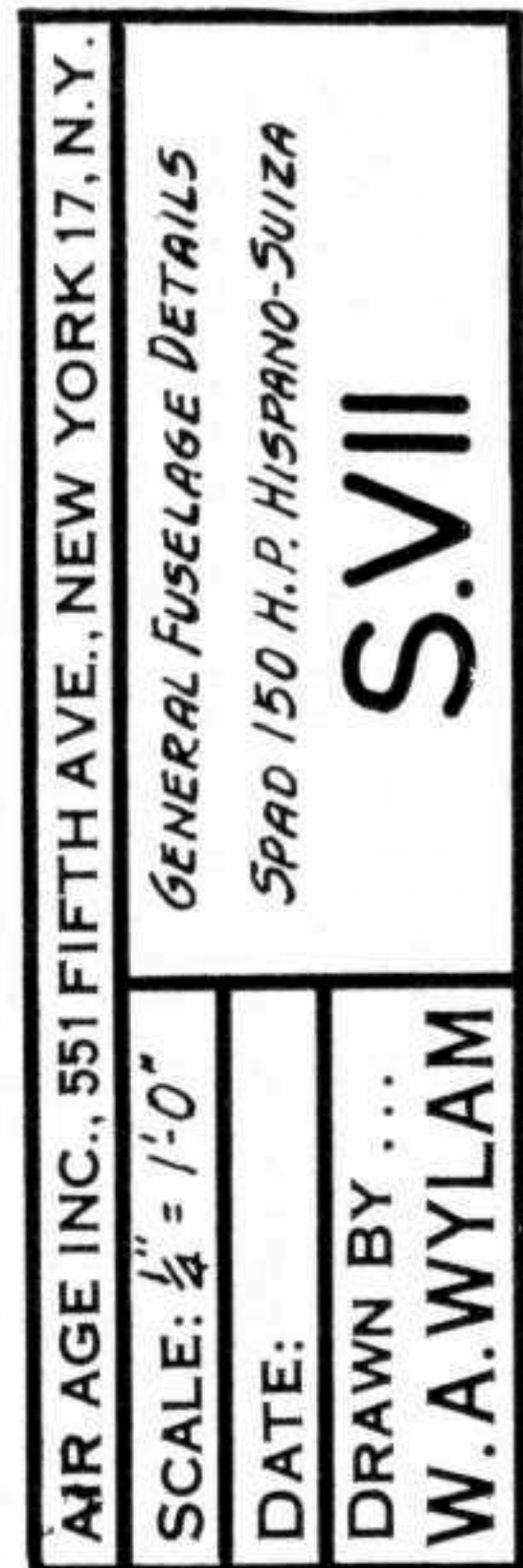
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENT
TYPE: PUSHER	ENGLISH'S DEHAVILLAND
COPYRIGHT 1948	DeH-1
WILLIAM A. WYLAM	
BUILT 1915-16 BY THE AIRCRAFT MANUFACTURING CO., LTD.	

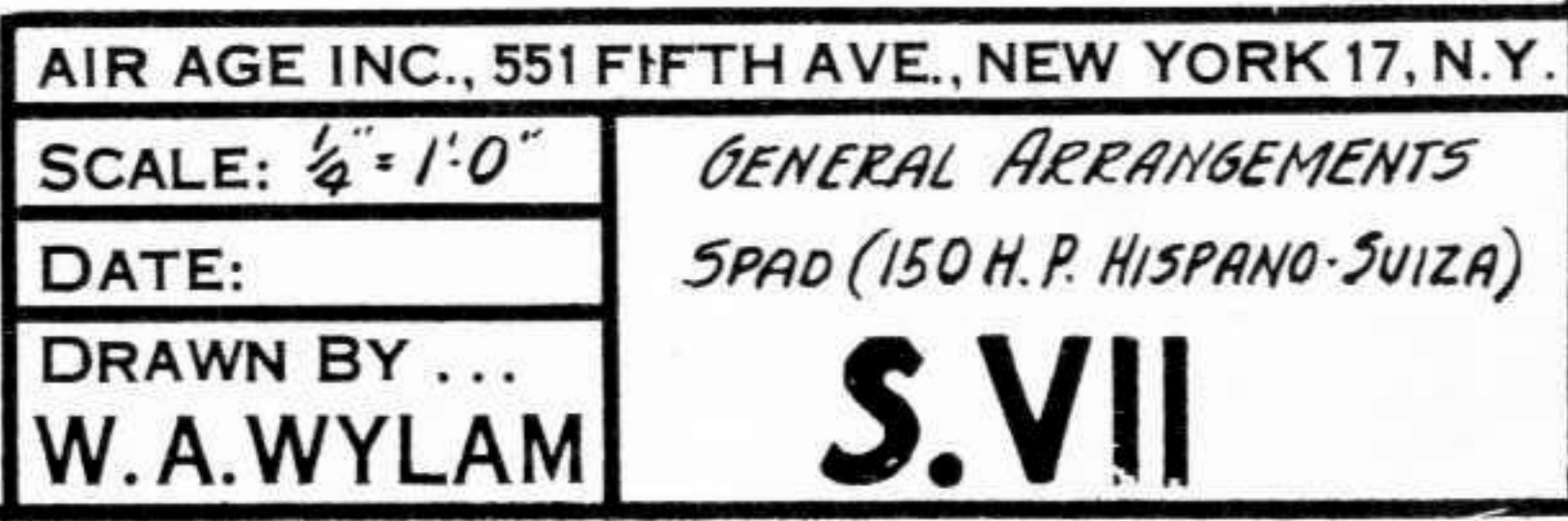


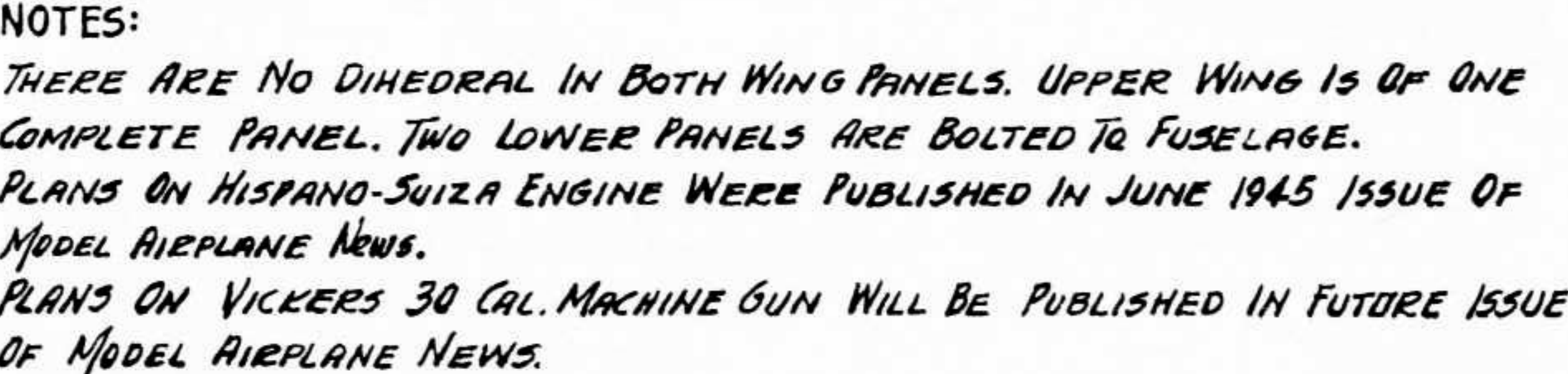


AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/4" = 1'-0"
 TYPE: PUSHER
 COPYRIGHT 1948
 WILLIAM A. WYLAN
DeH-1
 BUILT 1915-16 BY THE AIRCRAFT MANUFACTURING CO., LTD.

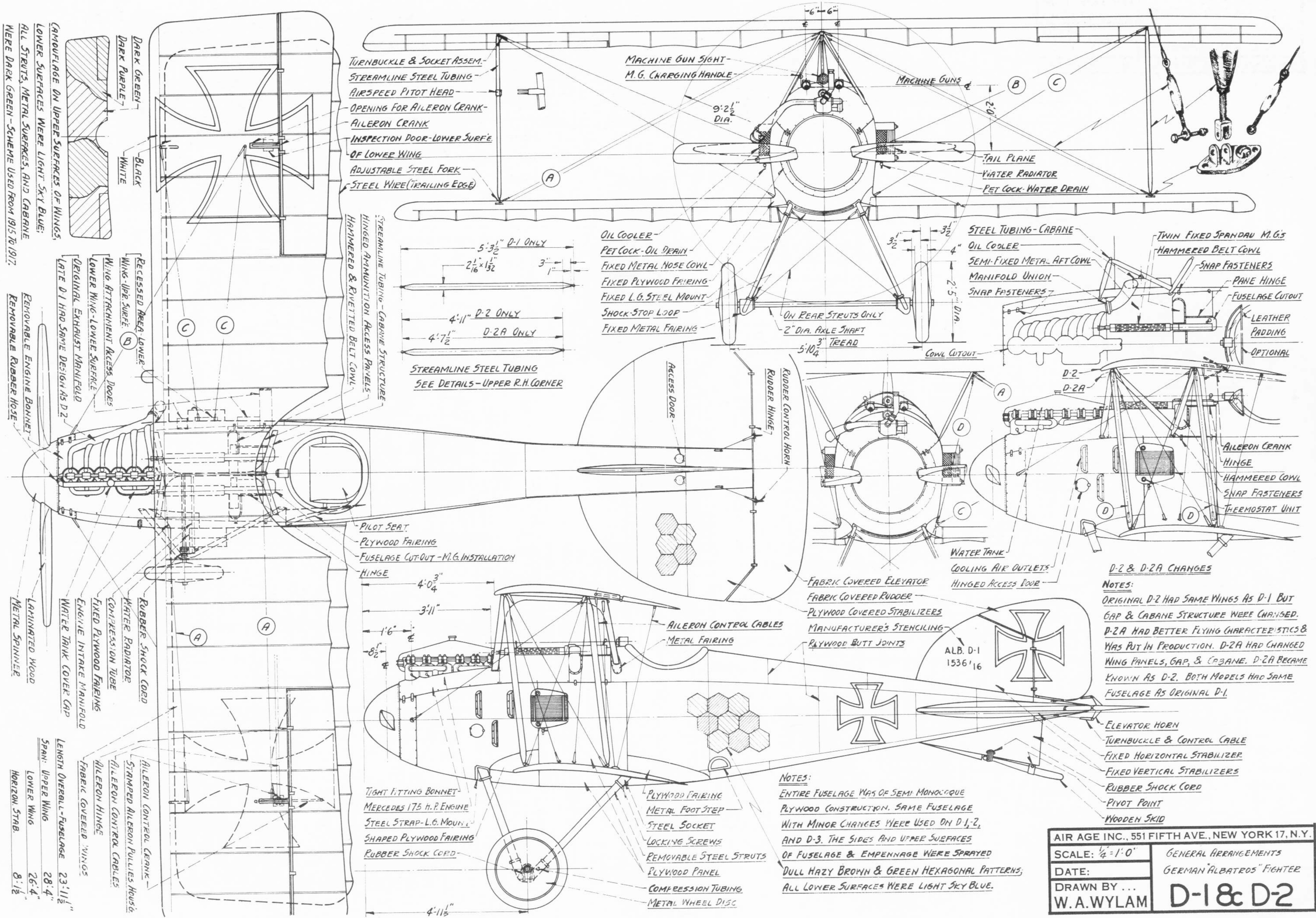
THANKS, ALSO, TO CHARLES
 DONALD & CASIMIR PAWLAK







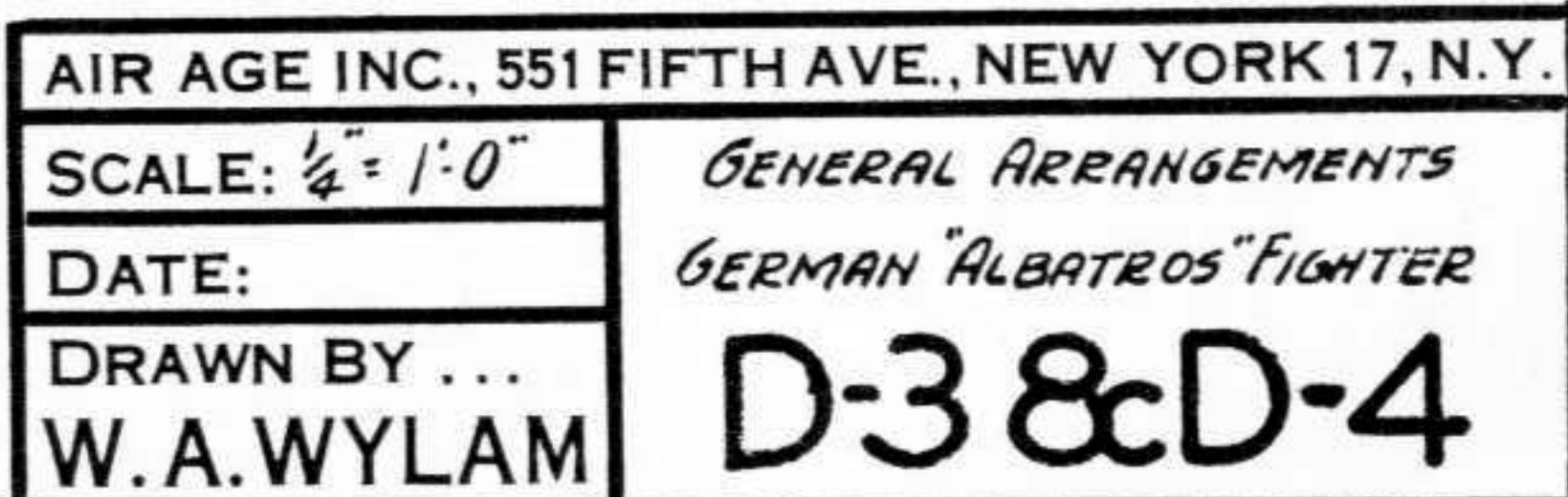
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: $\frac{1}{2}'' = 1'-0''$	LAYOUT PLANS & DATA
DATE:	SPAD (150 H.P. HISPANO-SUIZA)
DRAWN BY ... W.A.WYLAM	S.VII



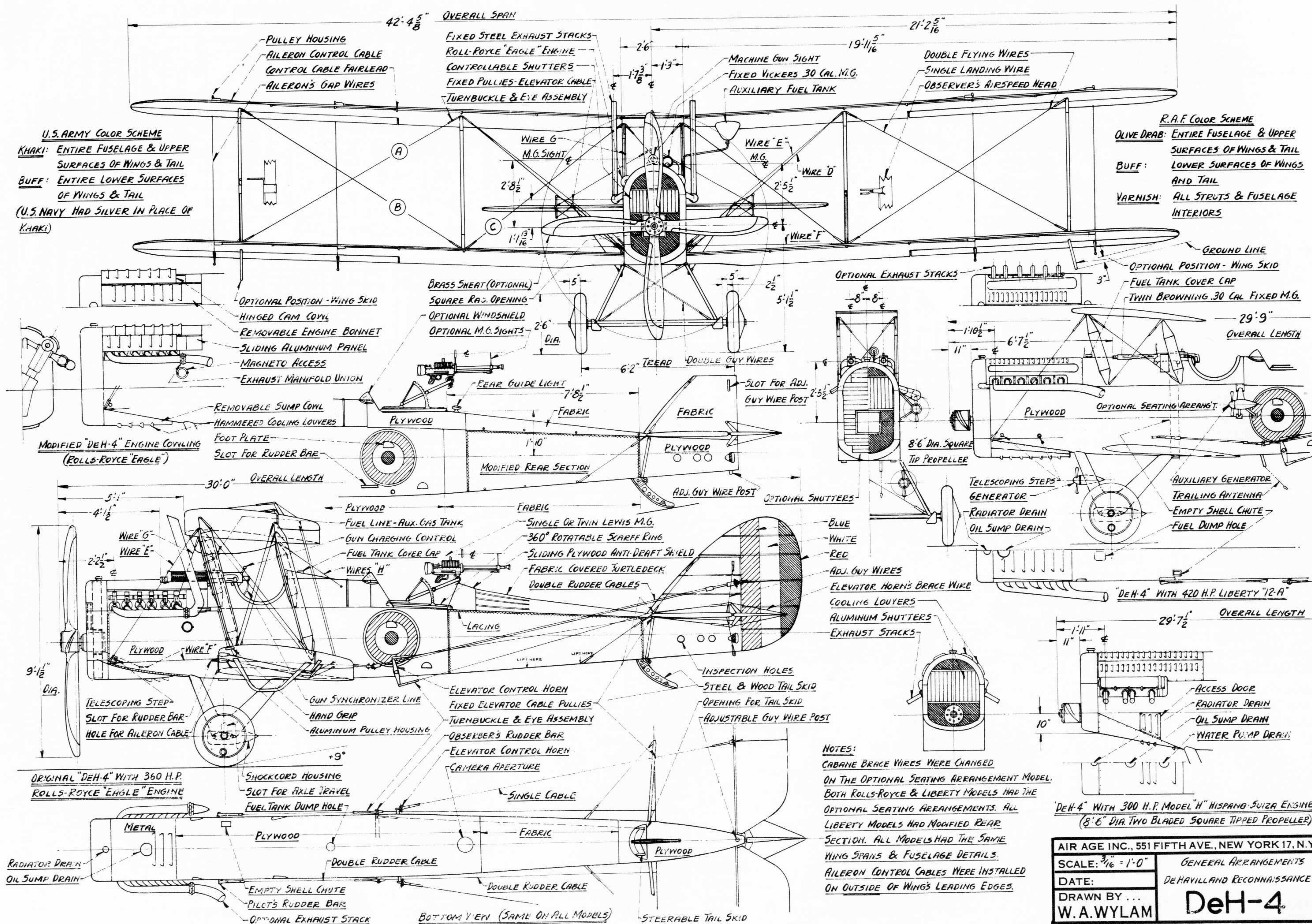
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/4" = 1'-0"
 DATE:
 DRAWN BY ...
 W.A. WYLAM

GENERAL ARRANGEMENTS
 GERMAN "ALBATROS" FIGHTER
D-1 & D-2



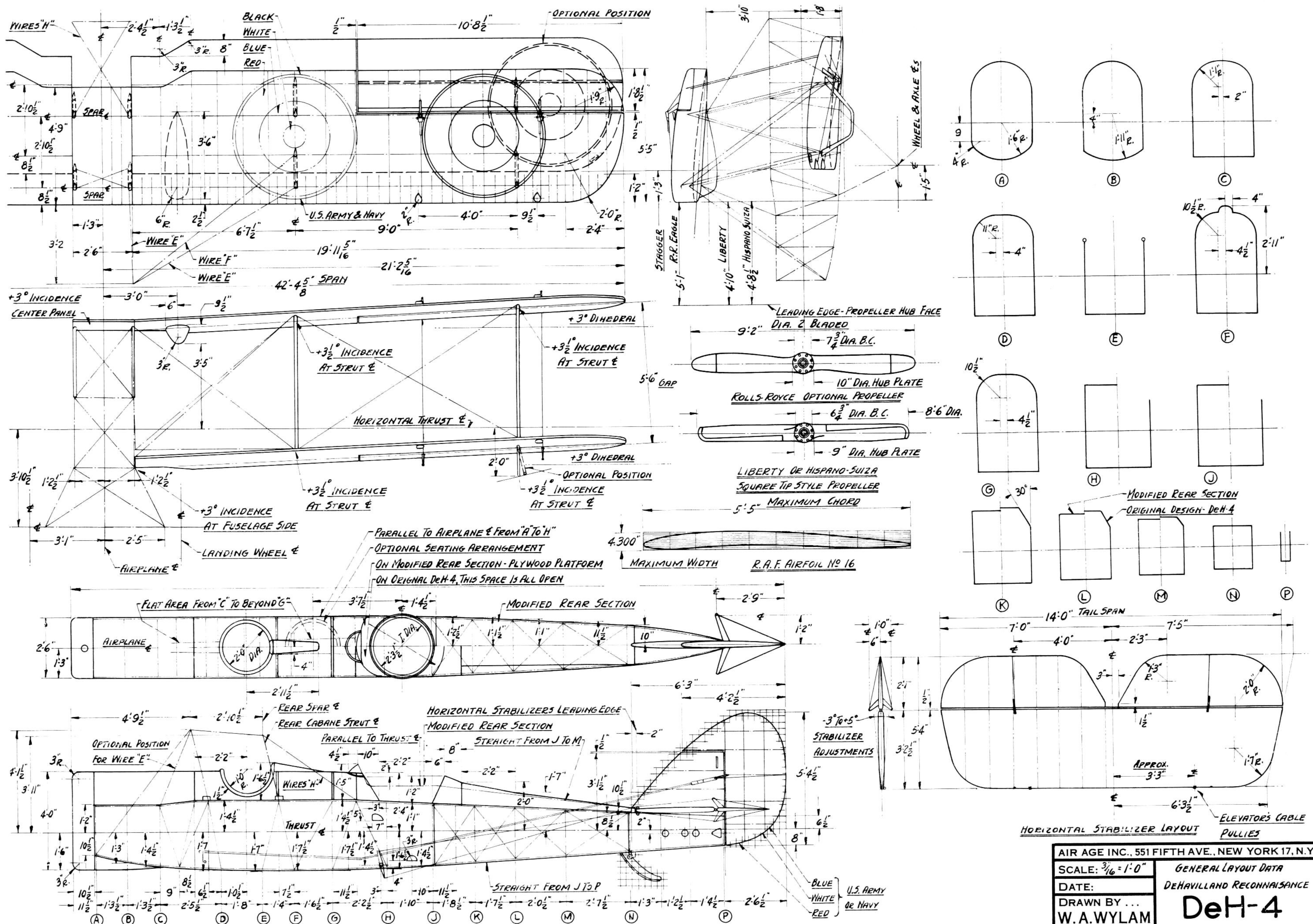


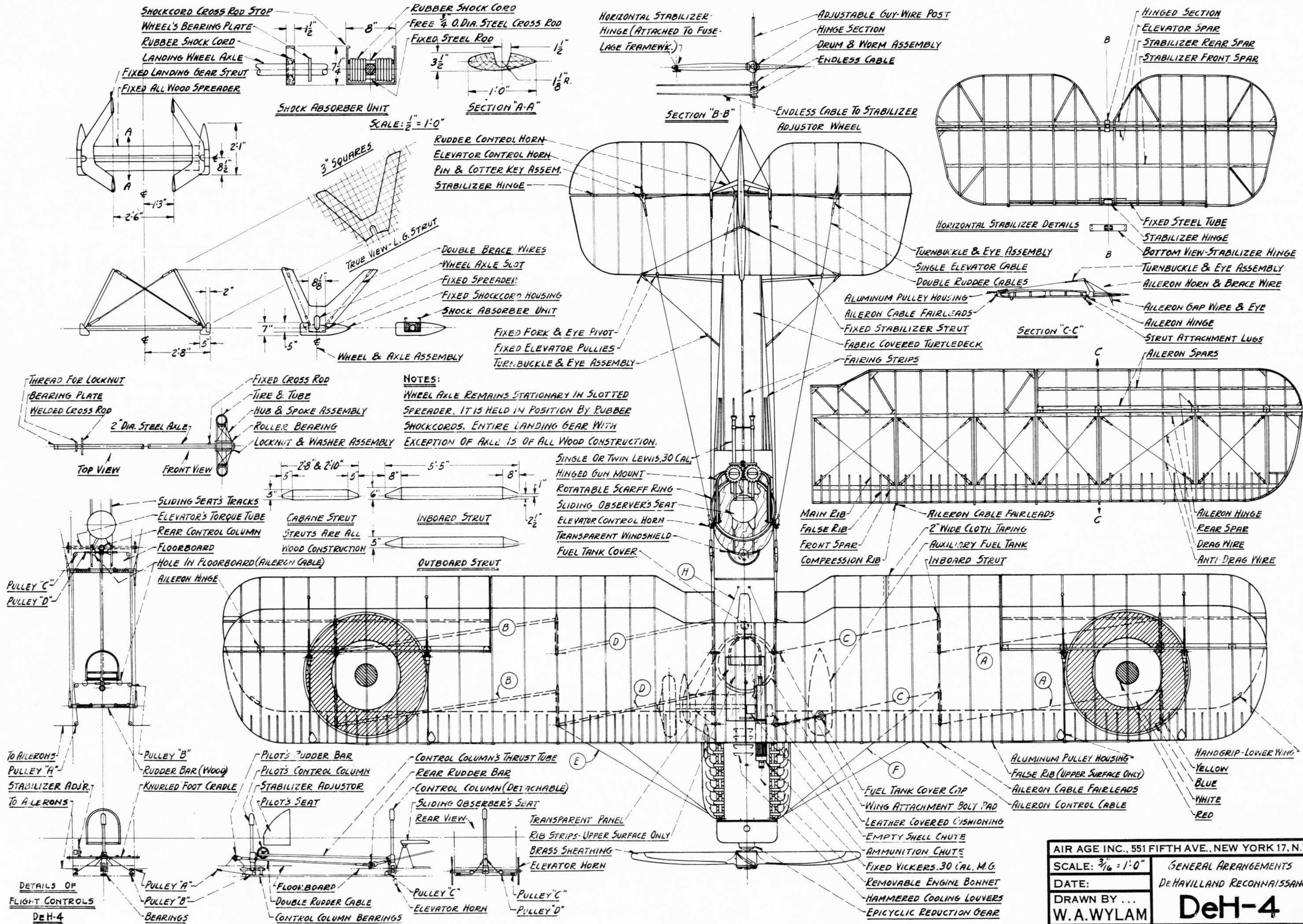




AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 3/16" = 1'-0"
 DATE: _____
 DRAWN BY ...
 W.A. WYLAM

GENERAL ARRANGEMENTS
 DEHAVILLAND RECONNAISSANCE
DeH-4





AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: $\frac{3}{16}'' = 1'-0''$
 DATE: _____
 DRAWN BY ...
 W.A.WYLAM

GENERAL ARRANGEMENTS
 DeHavilland RECONNAISSANCE
DeH-4

[illegible]

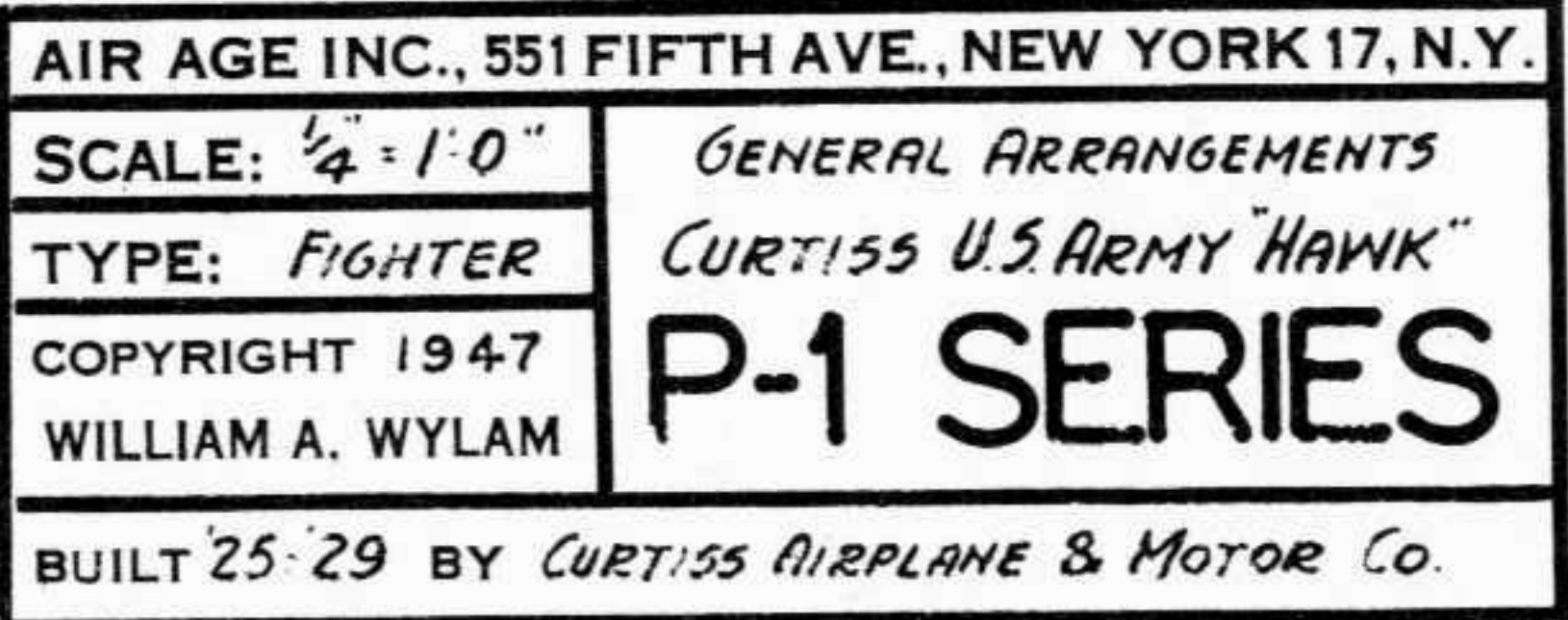
Model Airplane News—THE BEST OF WYLAM

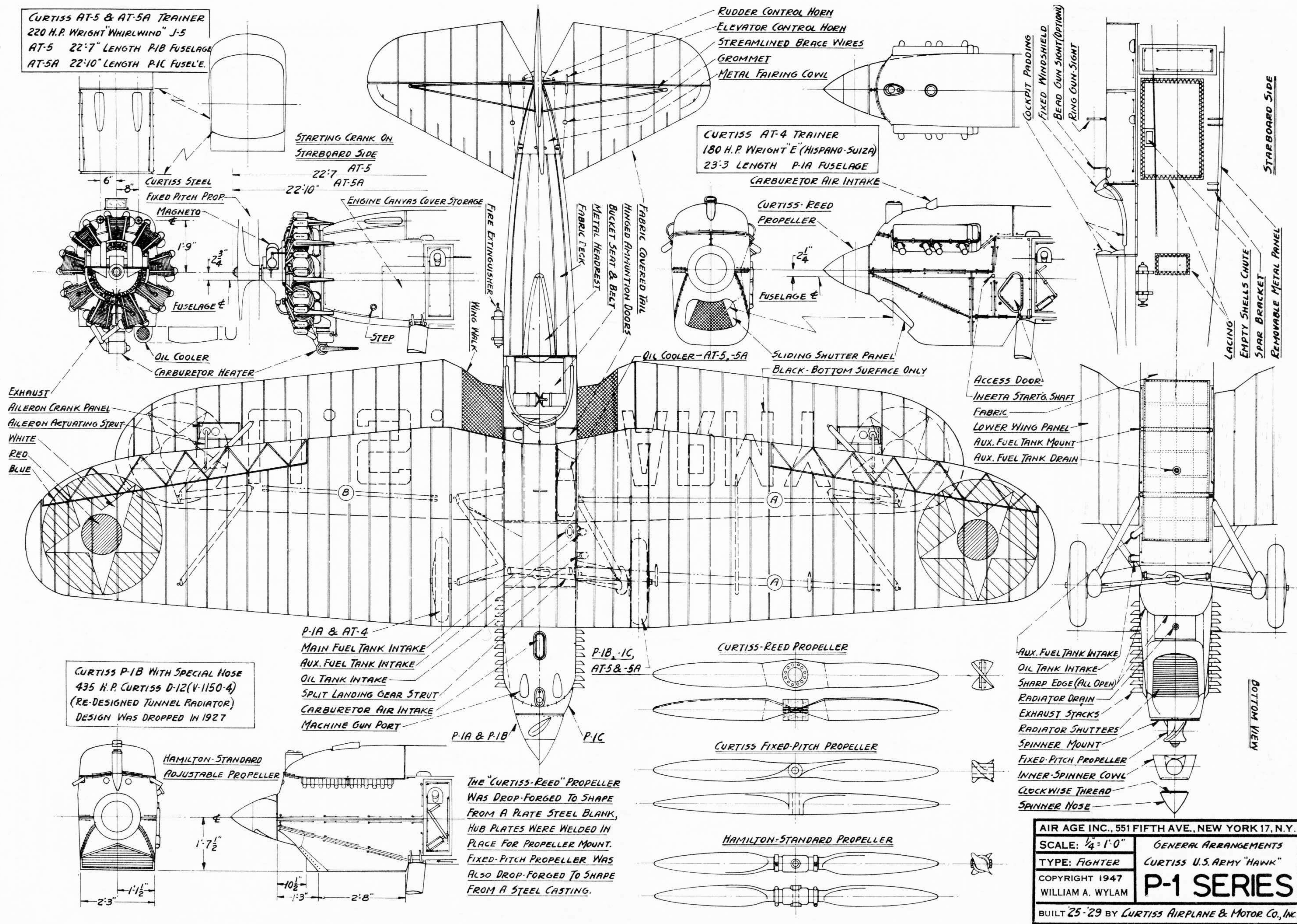
CURTISS HAWK F6C-1

Navy version of the Army's P-1A

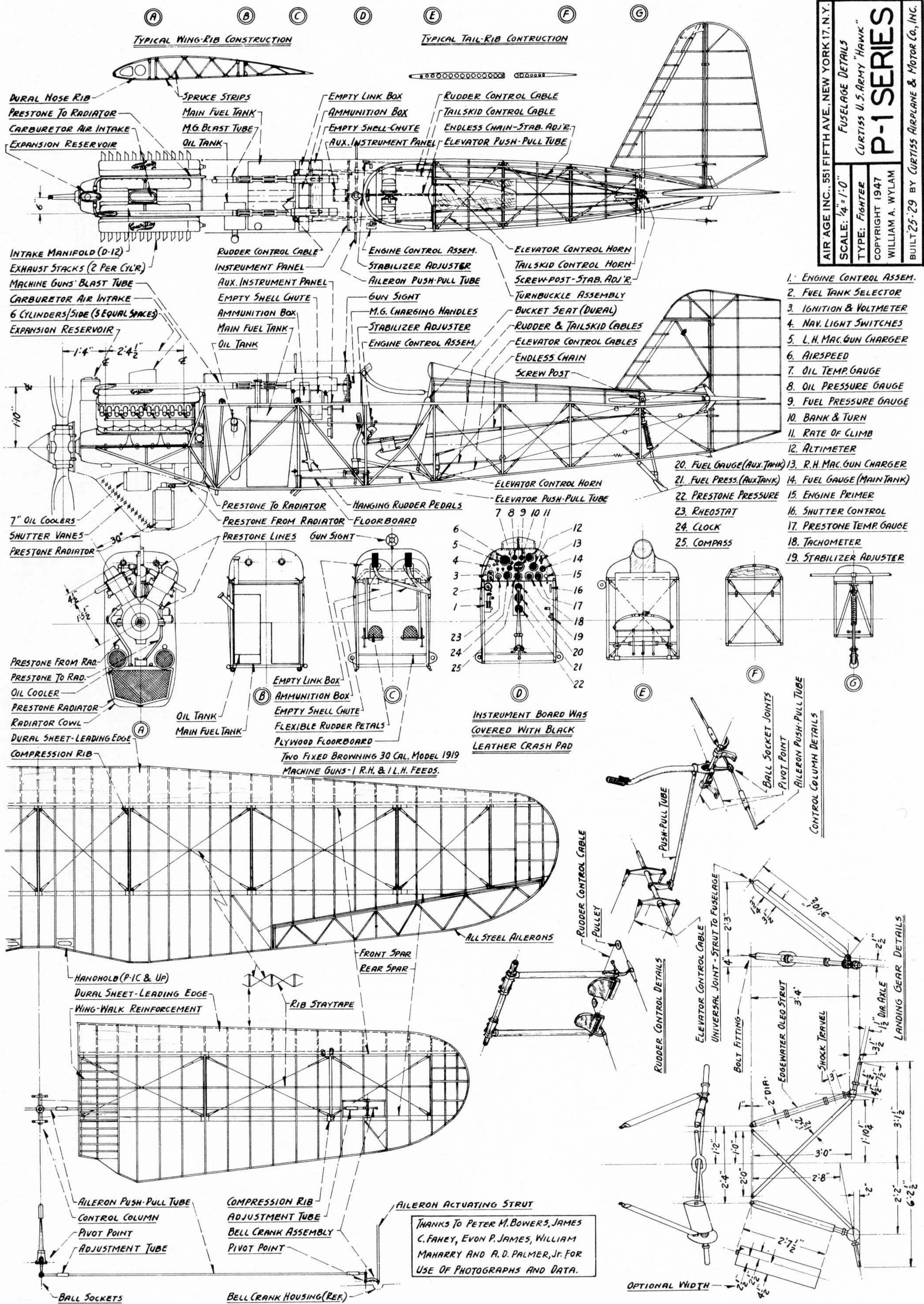








AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/4" = 1'0"
 TYPE: FIGHTER
 COPYRIGHT 1947
 WILLIAM A. WYLAM
 GENERAL ARRANGEMENTS
 CURTISS U.S. ARMY "HAWK"
P-1 SERIES
 BUILT '25-'29 BY CURTISS AIRPLANE & MOTOR CO., INC.



AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: 1/4" = 1'-0"

TYPE: FIGHTER

COPYRIGHT 1947

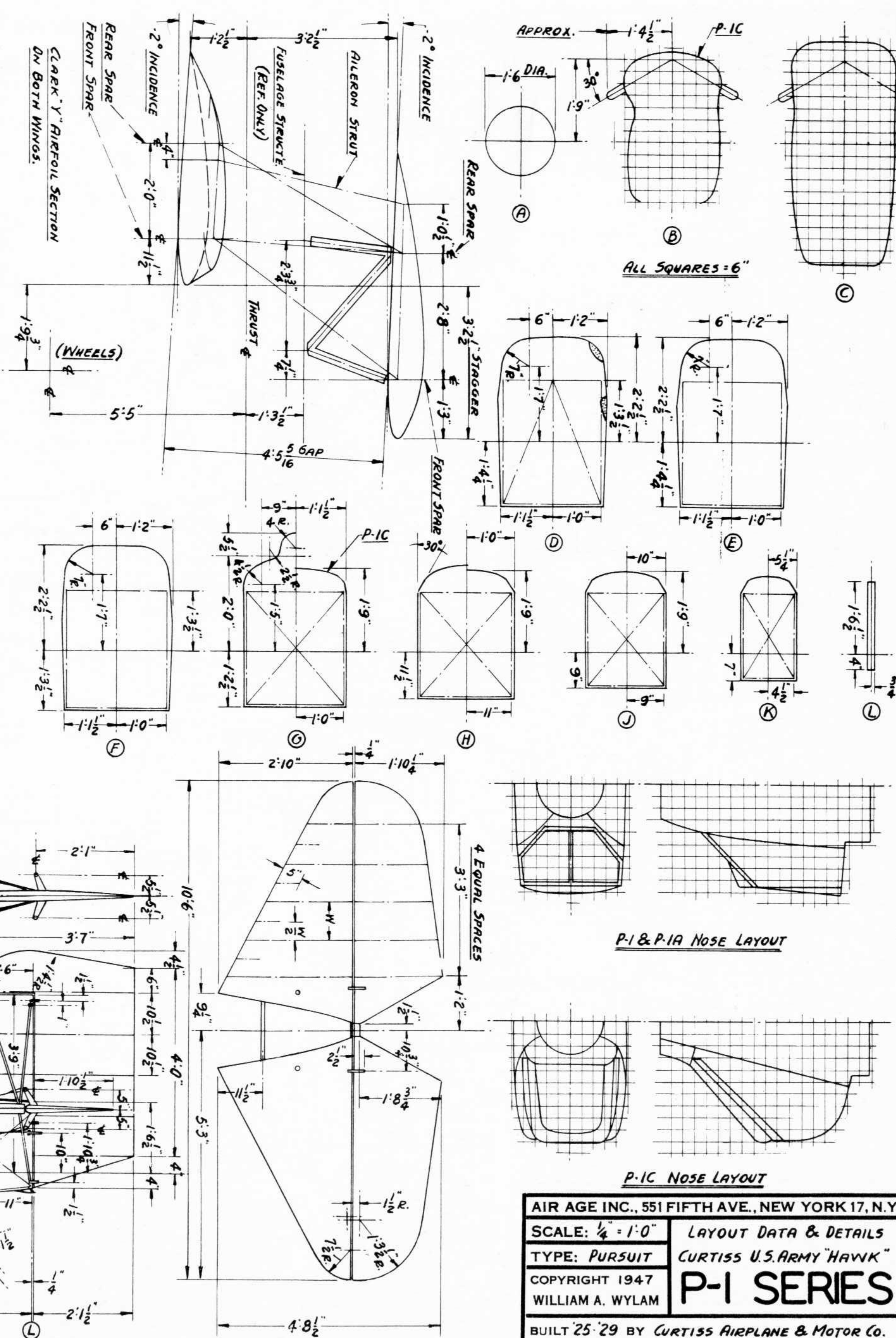
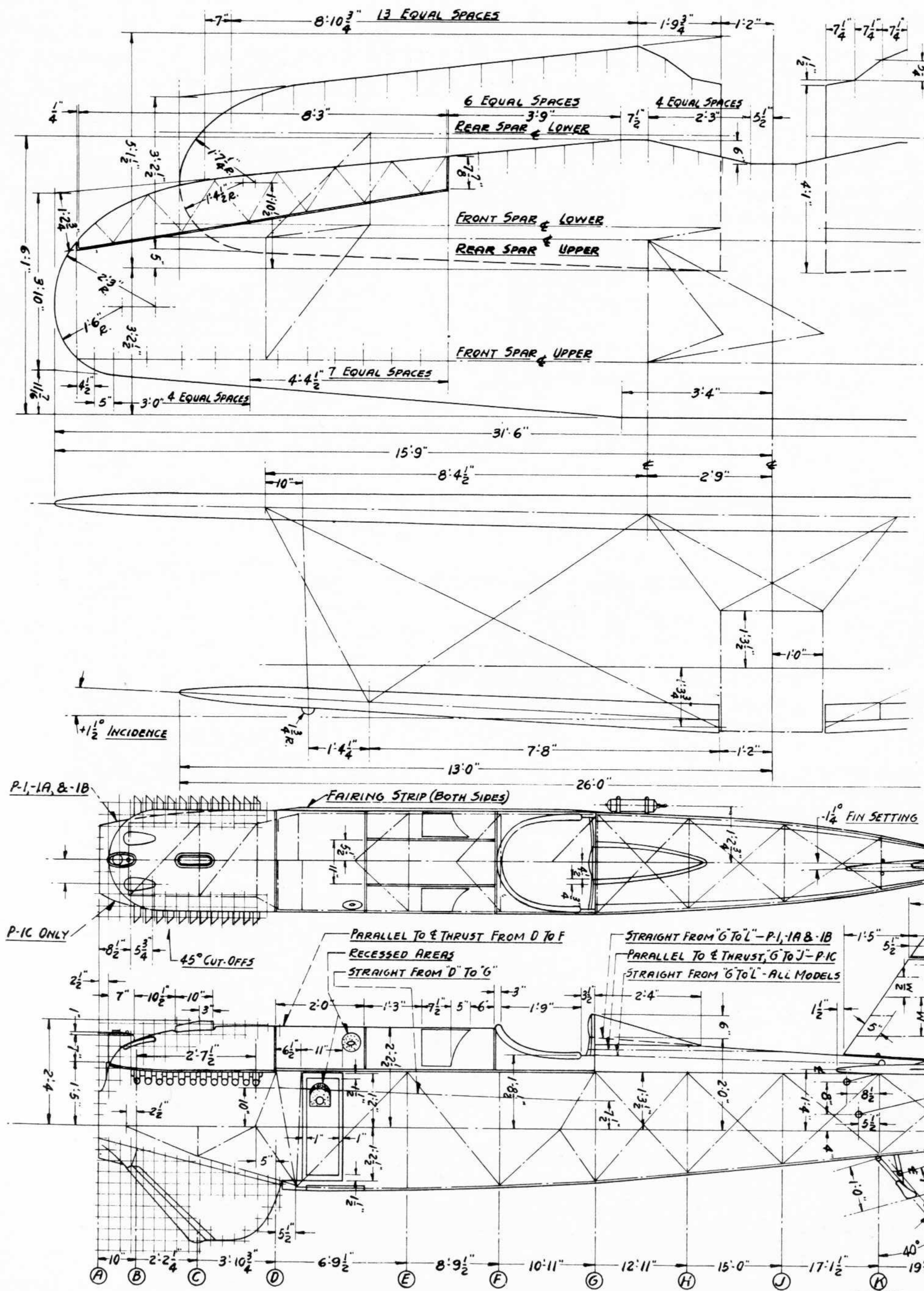
WILLIAM A. WYLAM

BUILT 25-29 BY CURTISS AIRPLANE & MOTOR CO., INC.

FUSELAGE DETAILS

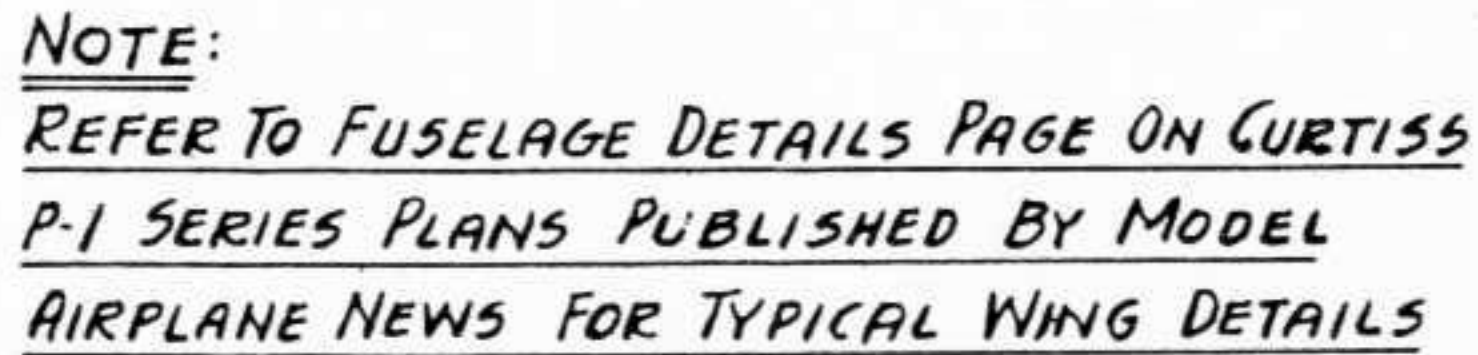
CURTIS U.S. ARMY "HAWK"

P-1 SERIES

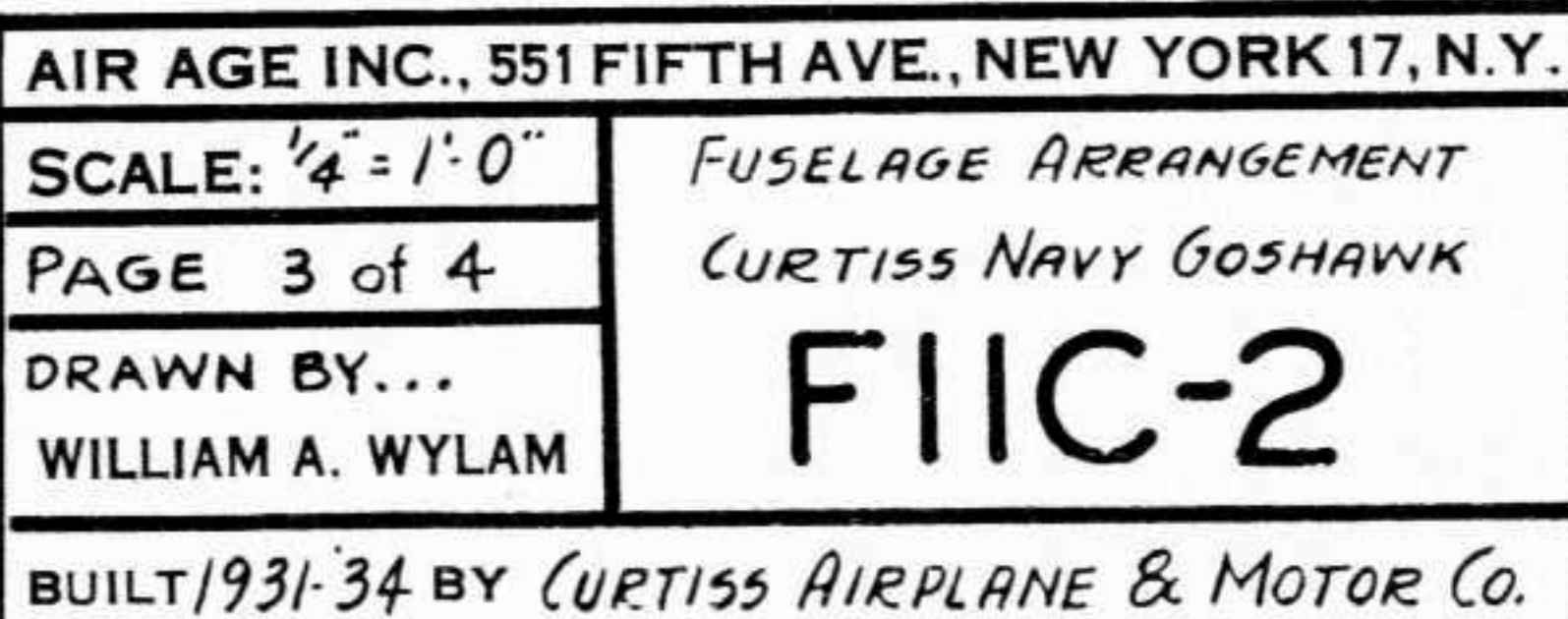


AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
SCALE: $\frac{1}{4}'' = 1'-0''$
TYPE: PURSUIT
COPYRIGHT 1947
WILLIAM A. WYLAM
LAYOUT DATA & DETAILS
CURTISS U.S. ARMY "HAWK"
P-1 SERIES
BUILT '25-'29 BY CURTISS AIRPLANE & MOTOR CO.

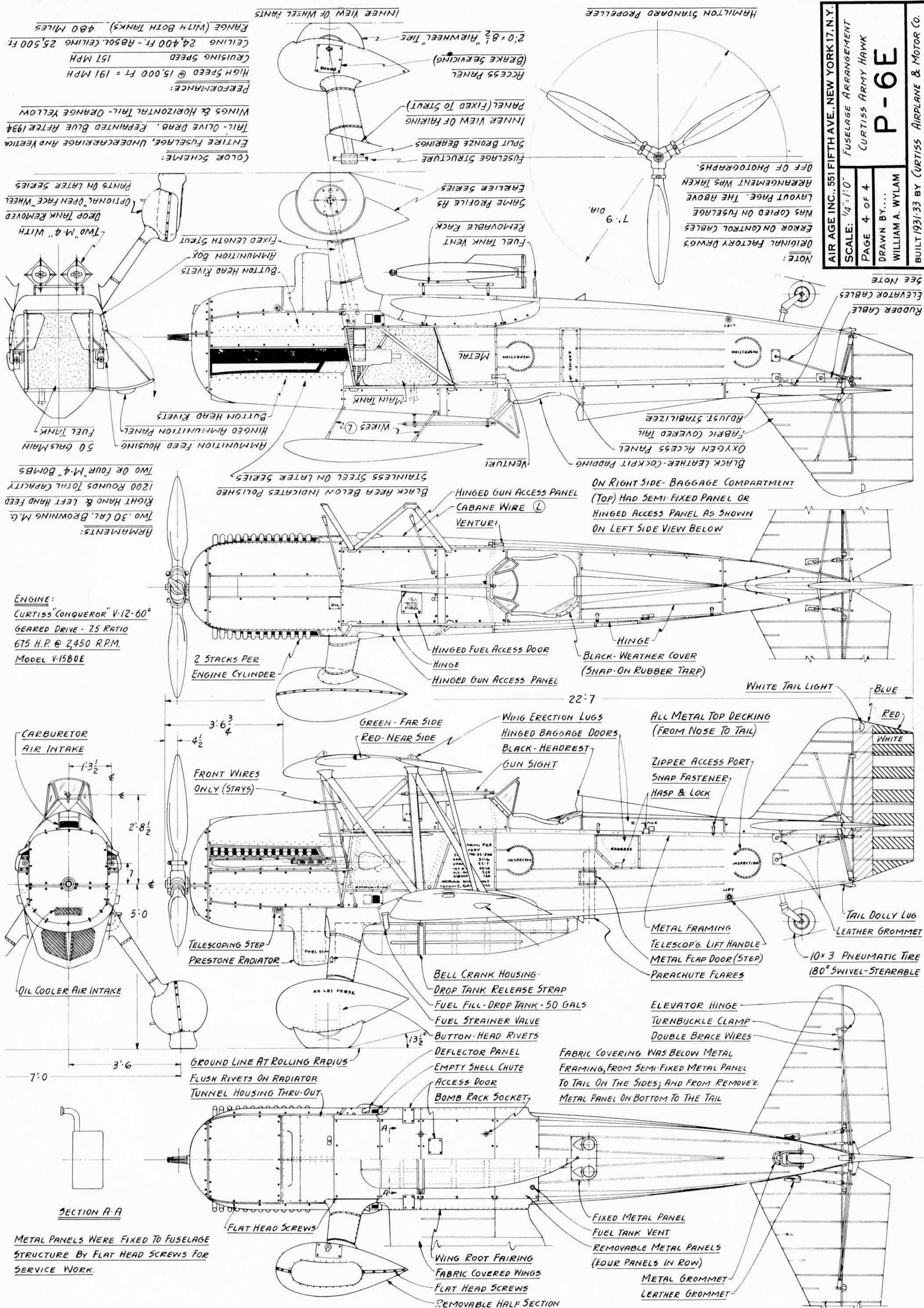




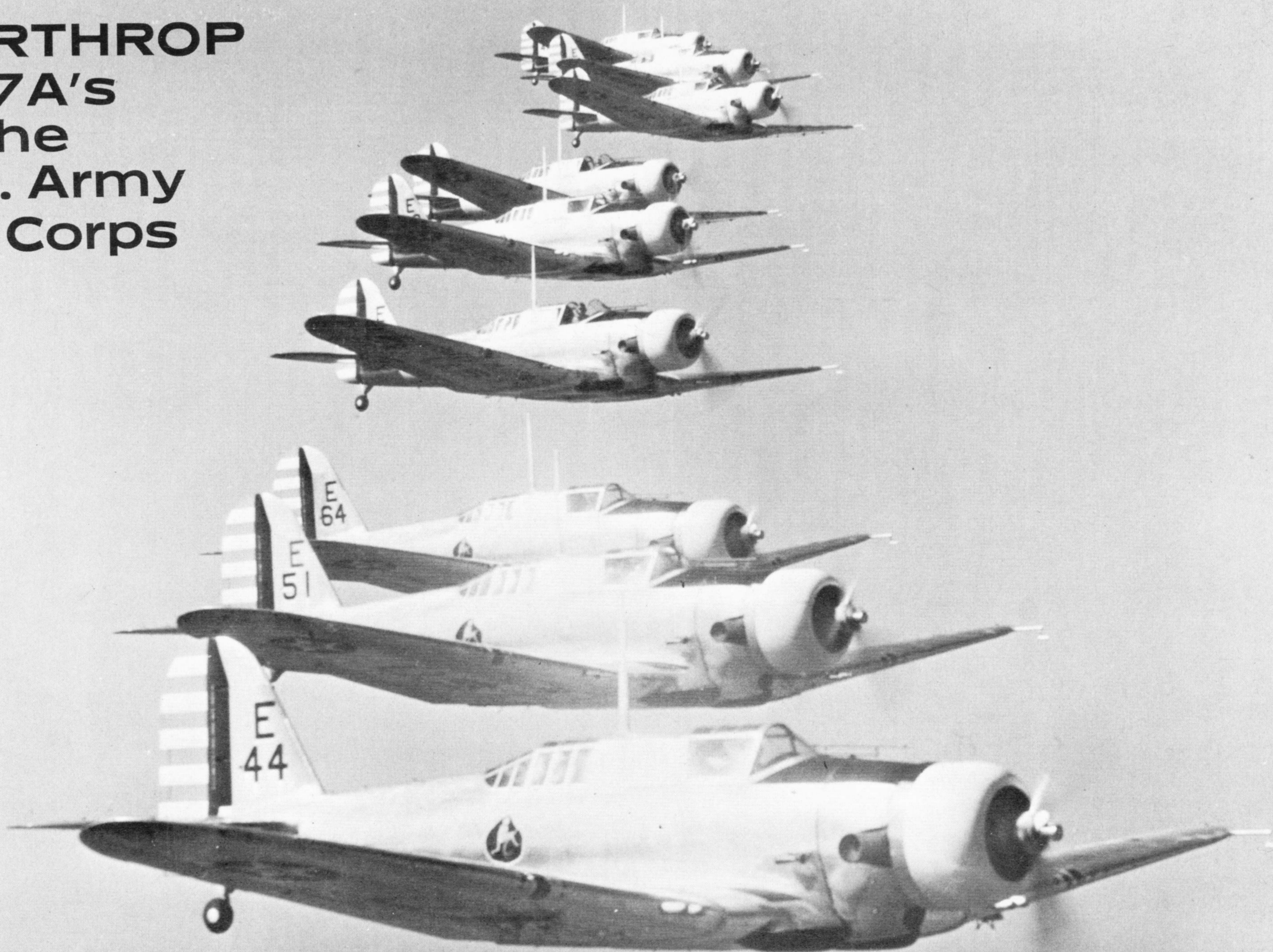
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: $\frac{1}{4}" = 1' - 0"$	WINGS & TAIL ERECTION
PAGE 2 of 4	CURTISS HAWK & GOSHAWK
DRAWN BY... WILLIAM A. WYLAH	FIIC-2 P-6E
BUILT 1932-34 BY CURTISS AIRPLANE & MOTOR CO.	



P-6E



**NORTHROP
A-17A's
of the
U.S. Army
Air Corps**





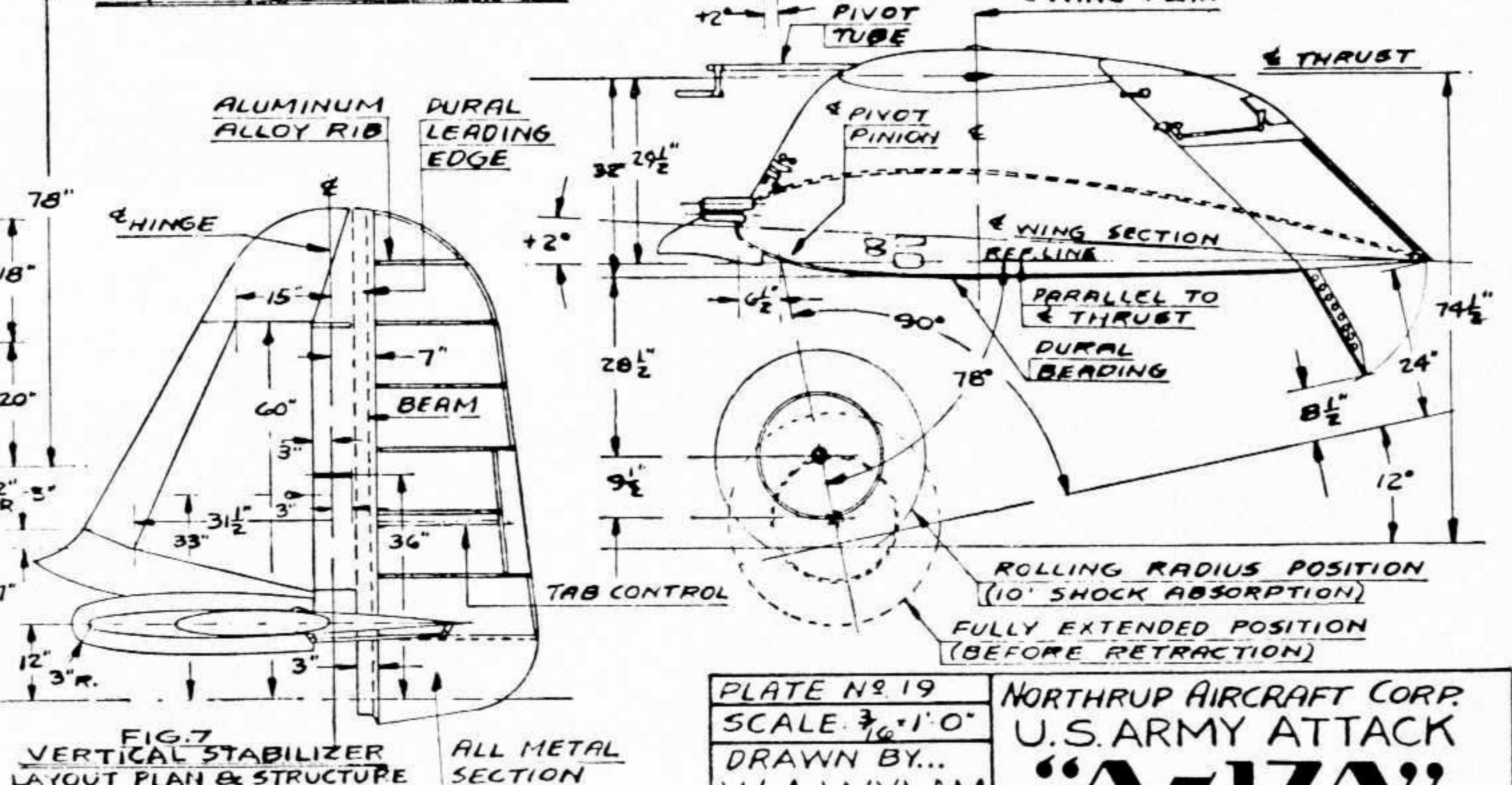
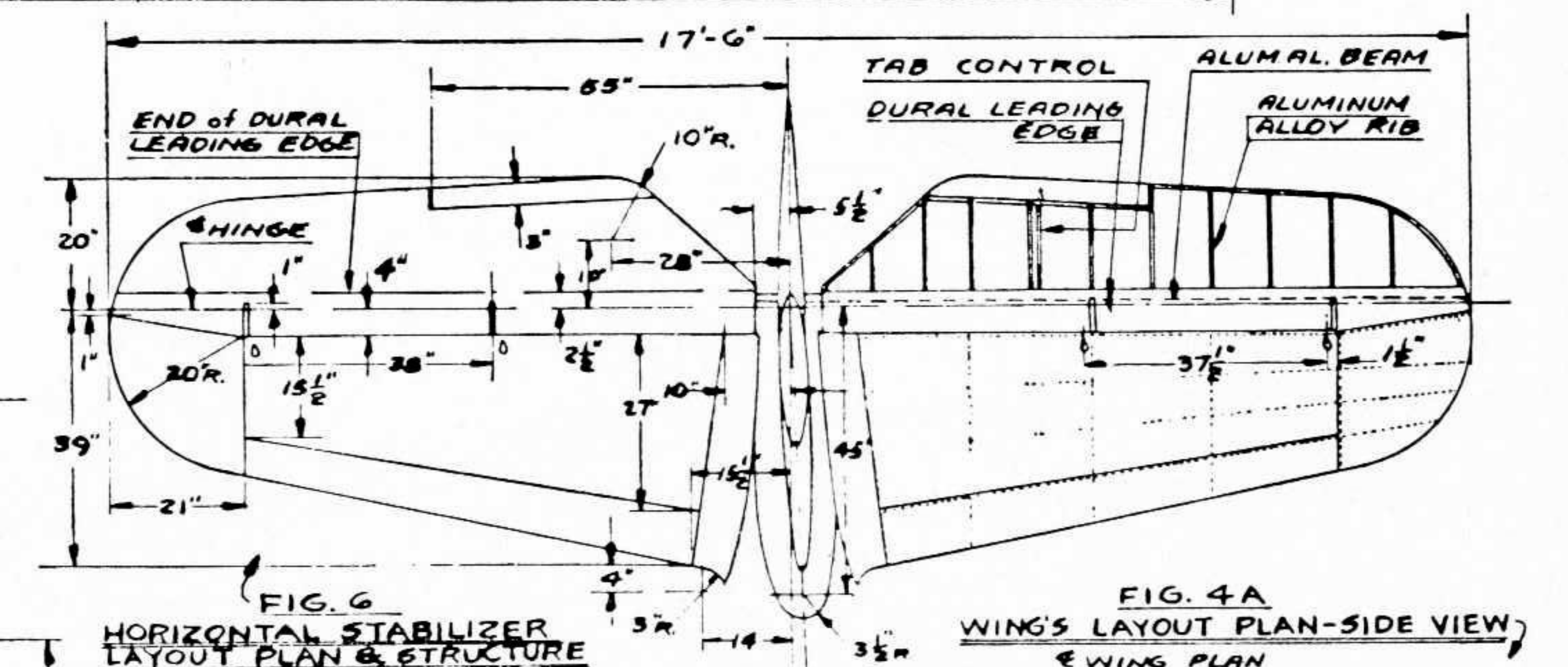
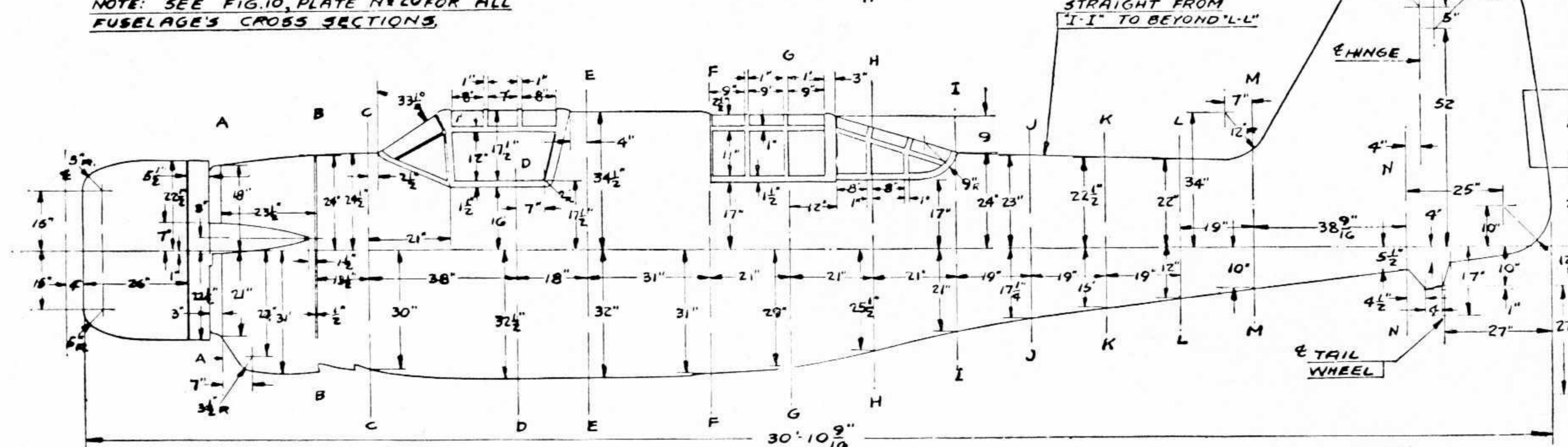
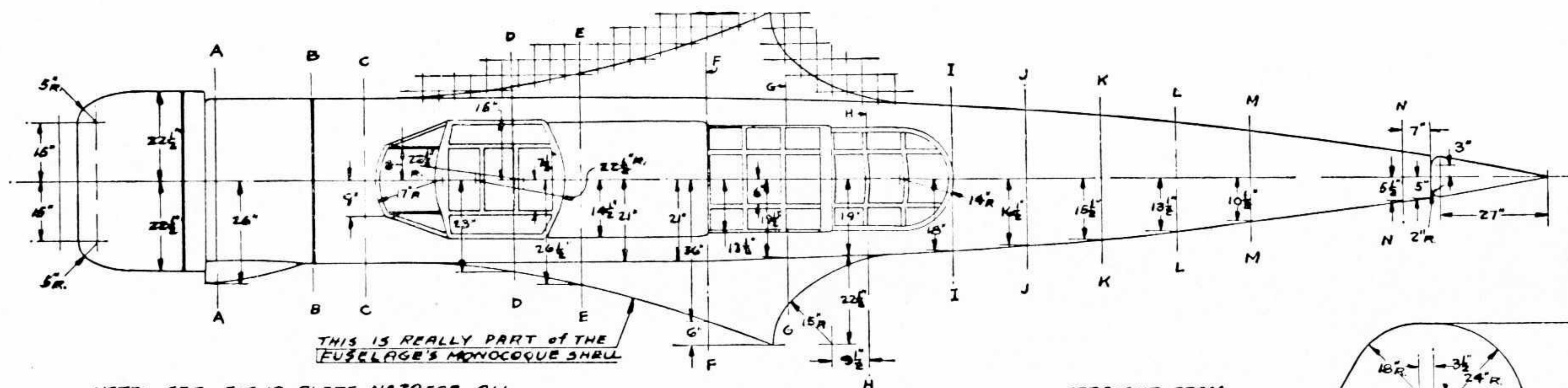
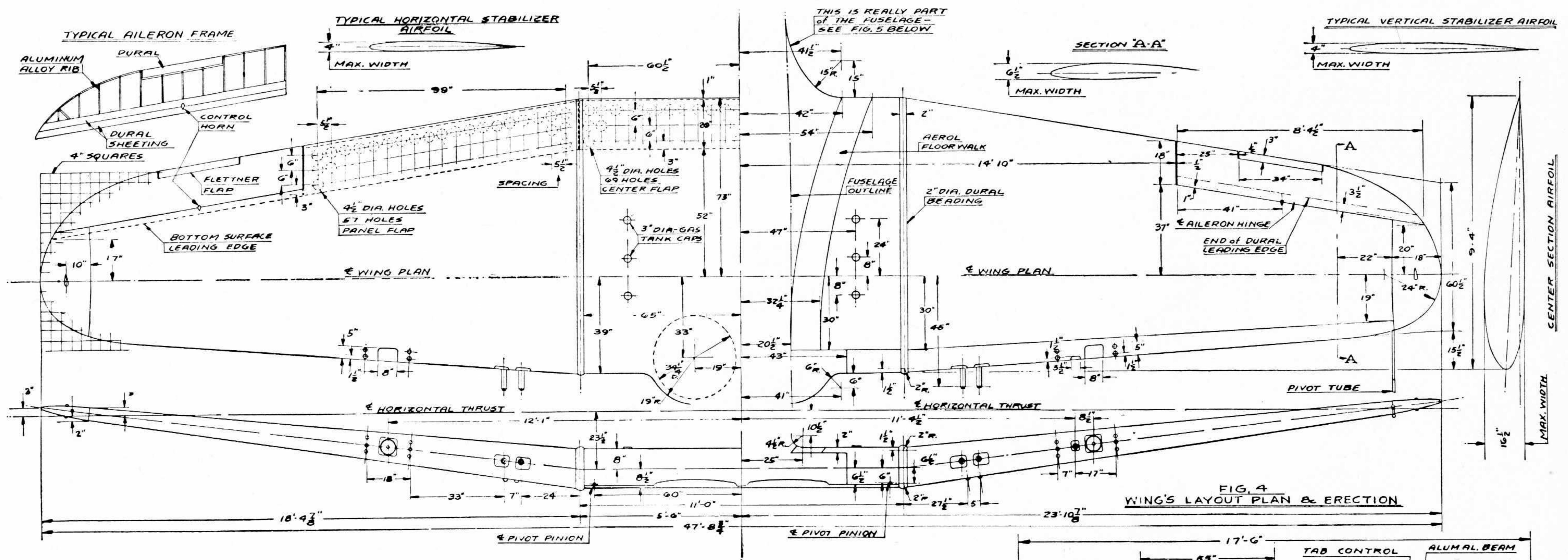
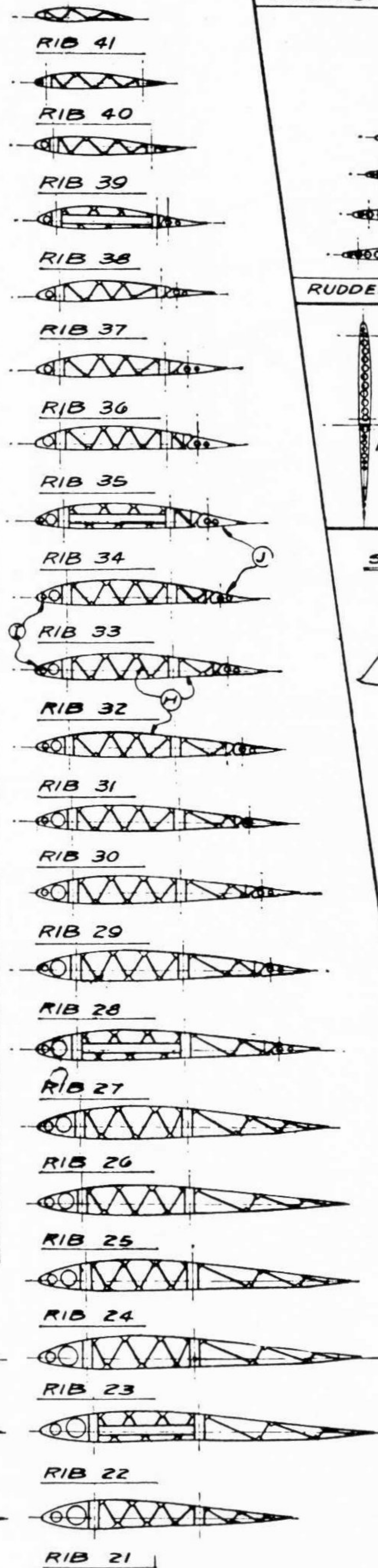
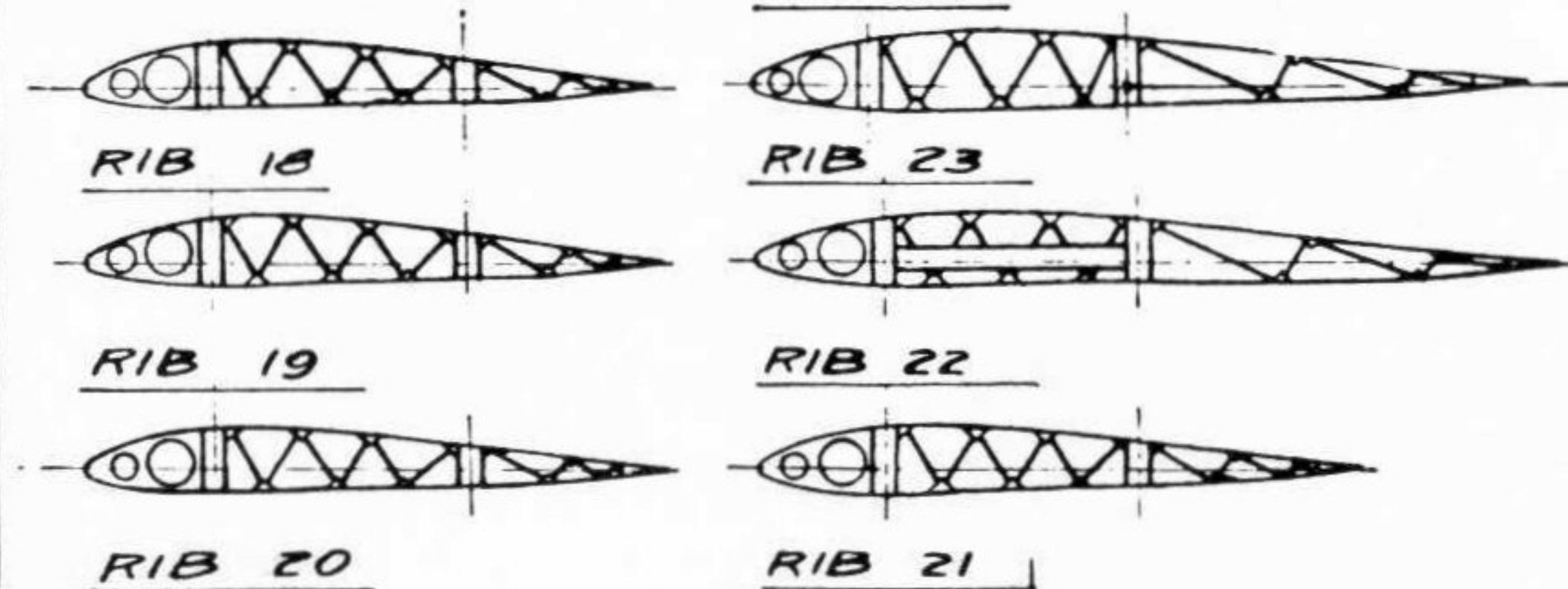
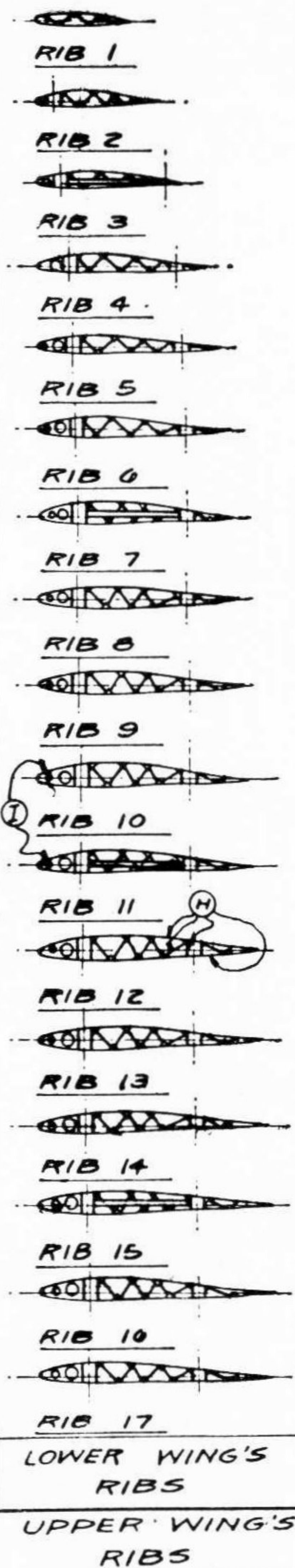


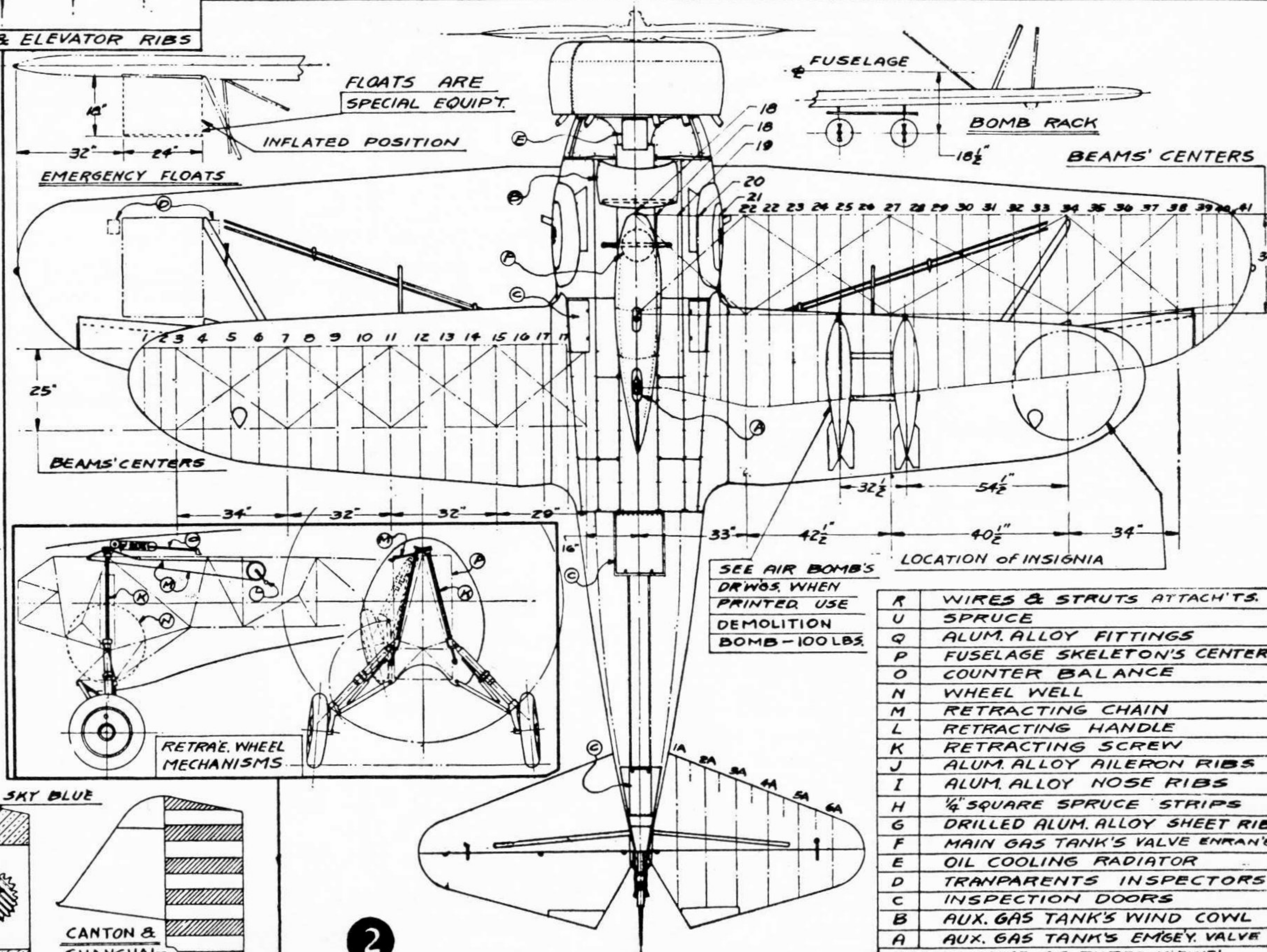
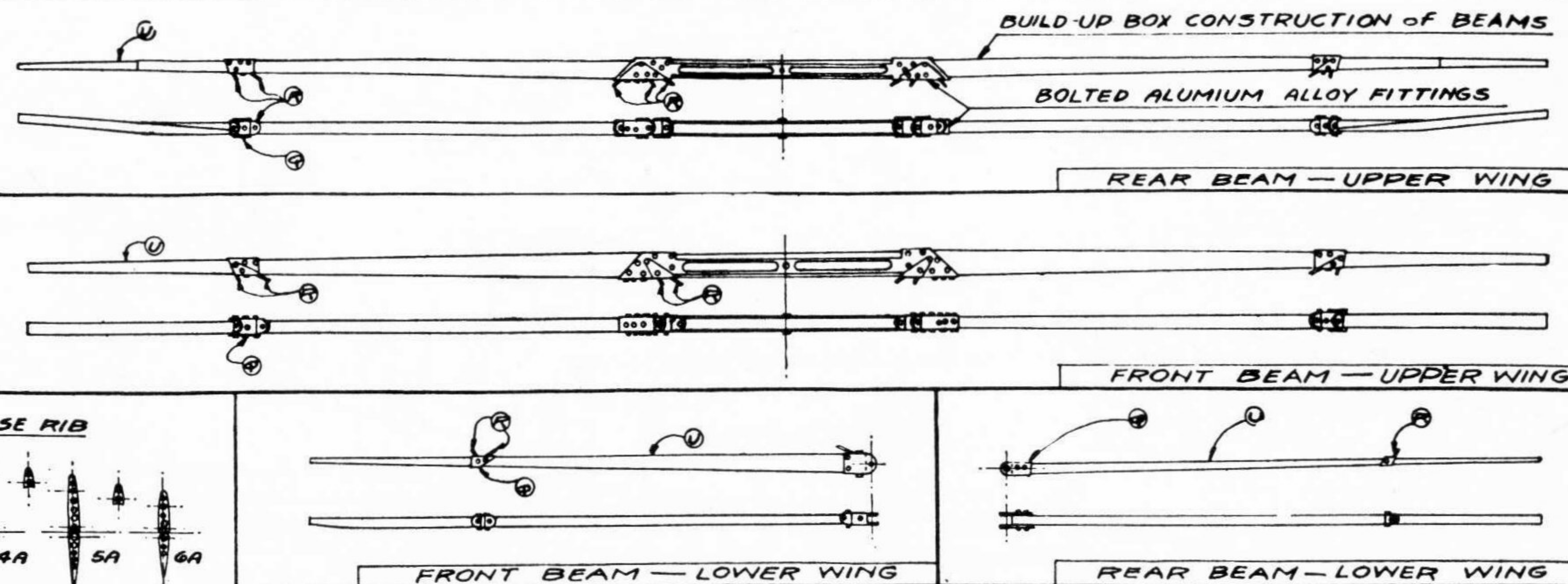
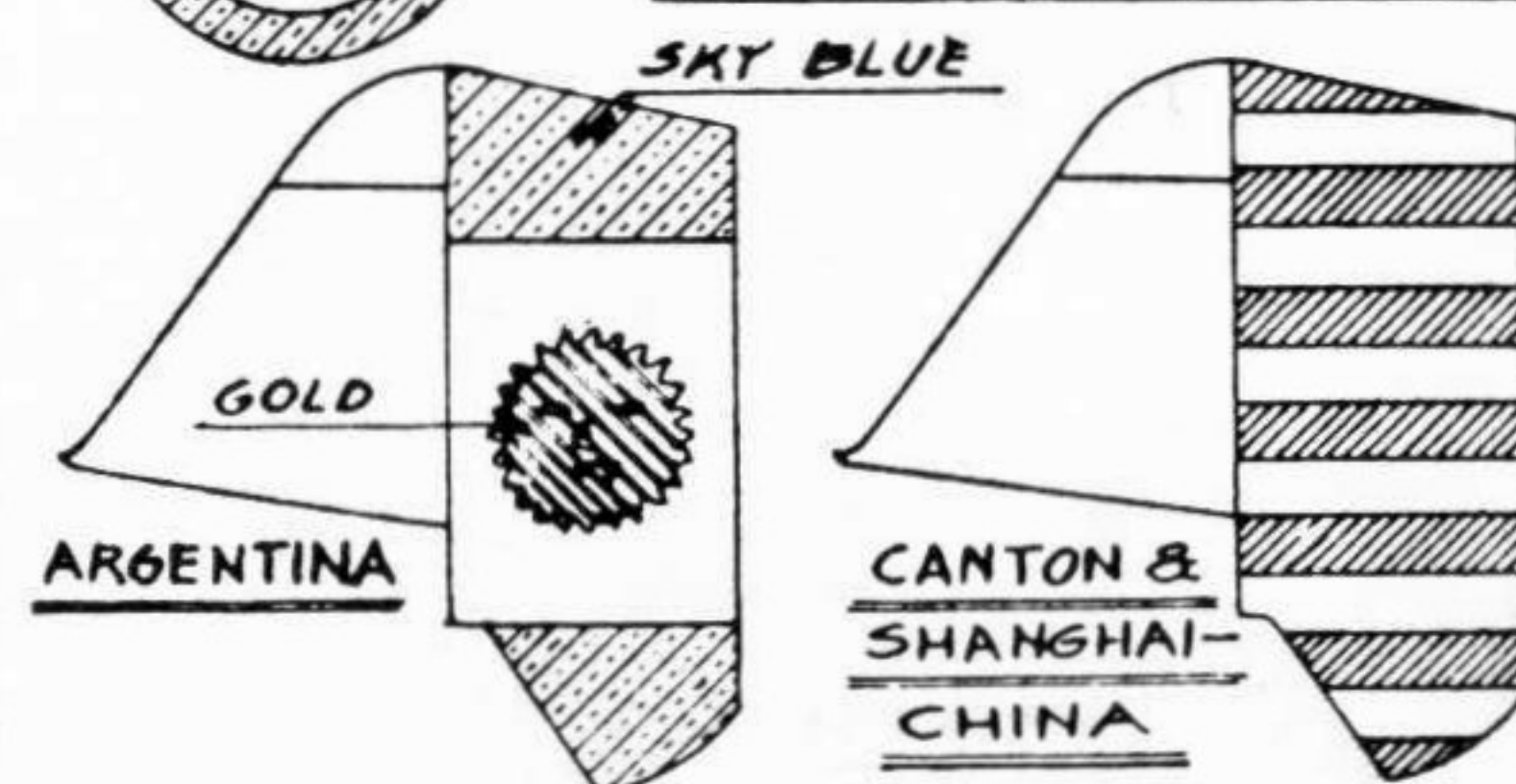
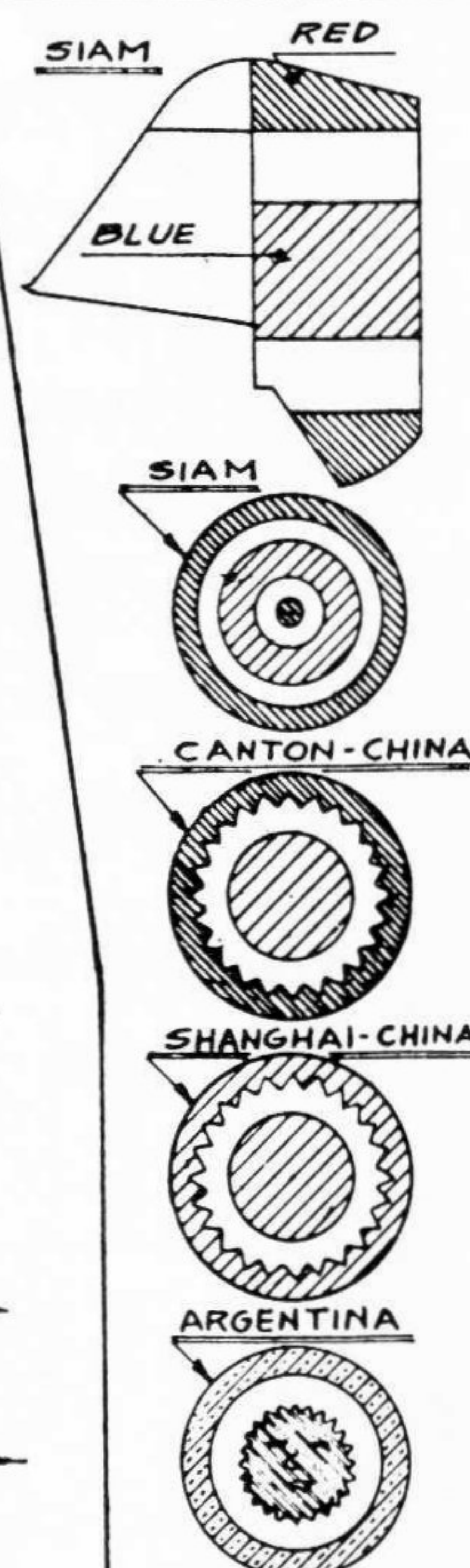
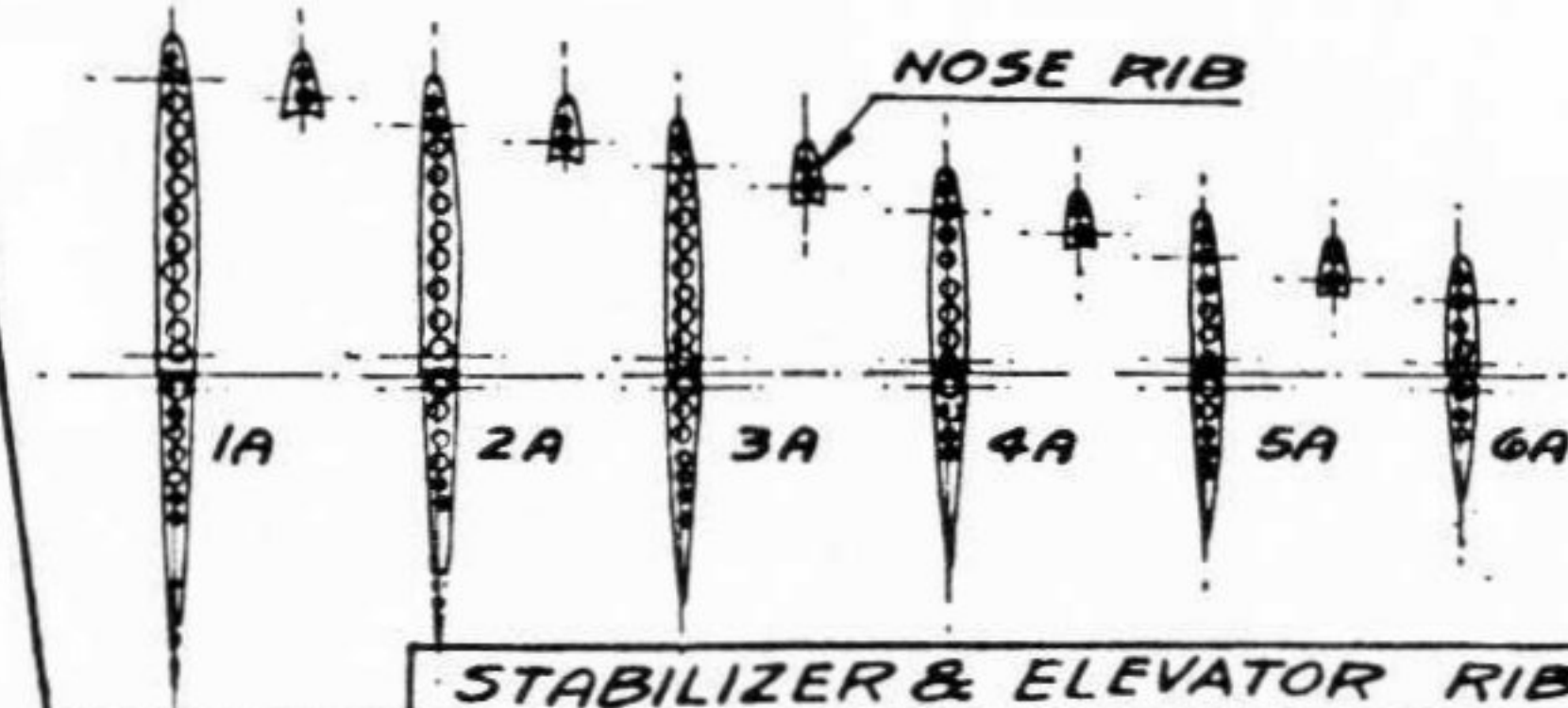
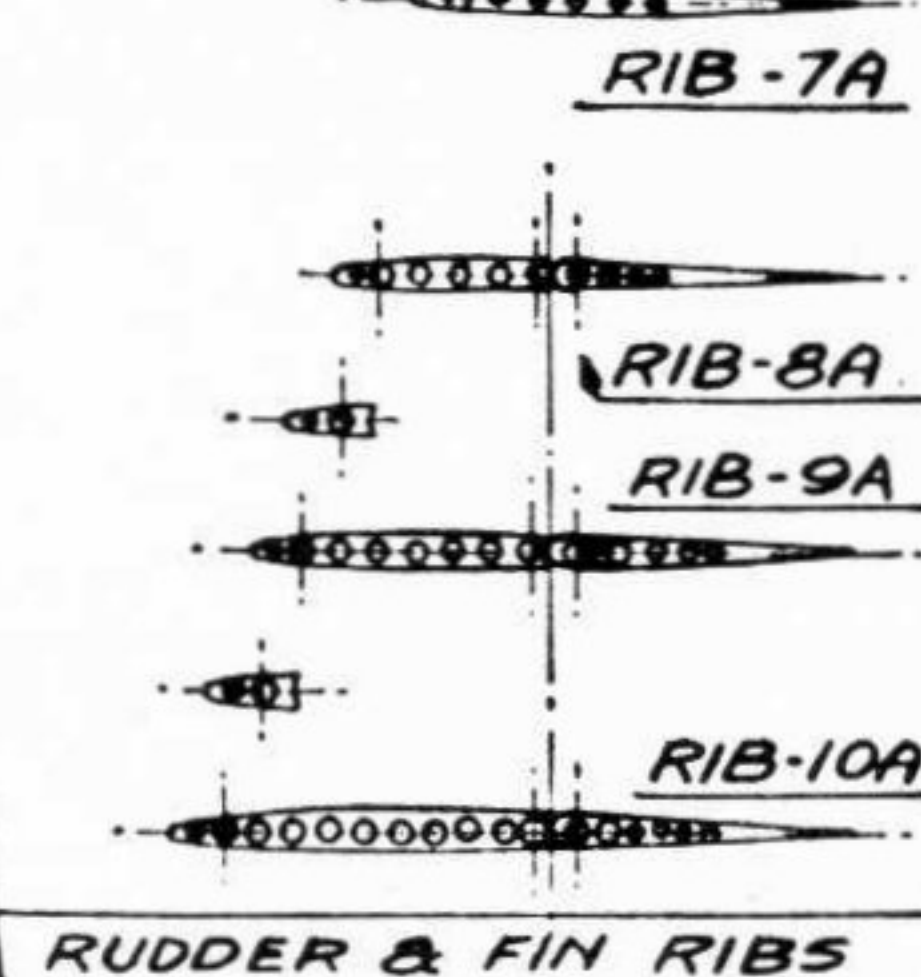
PLATE NO. 19
SCALE 3/4" = 1'-0"
DRAWN BY...
W.A. WYLAM

NORTHROP AIRCRAFT CORP.
U.S. ARMY ATTACK
"A-17A"





REFER TO SIDE VIEW OF THREE-VIEW DRAWINGS.

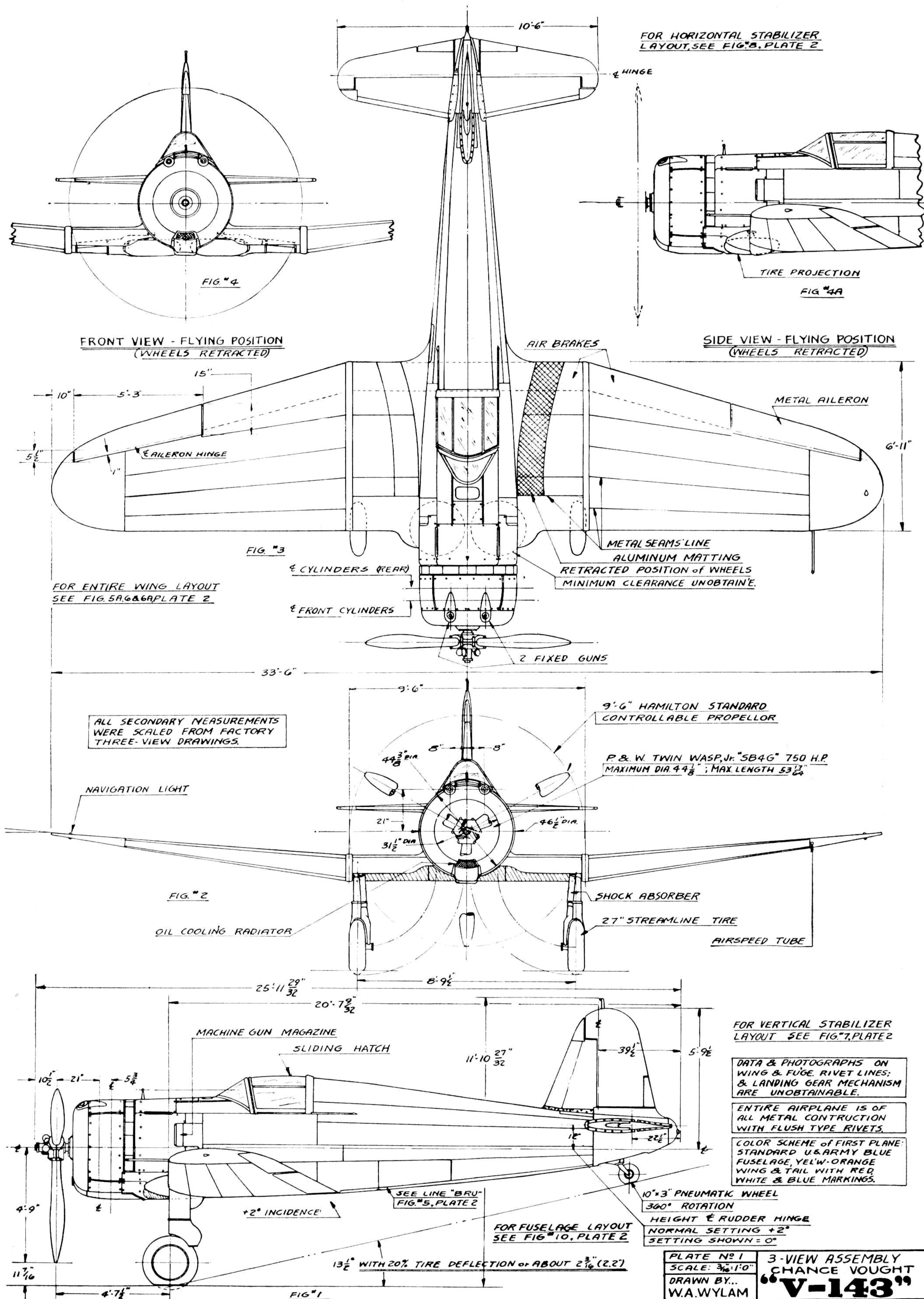


SEE AIR BOMB'S
DRAWING WHEN
PRINTED USE
DEMOLITION
BOMB-100LBS.

R	WIRES & STRUTS ATTACH'TS.
U	SPRUCE
Q	ALUM. ALLOY FITTINGS
P	FUSELAGE SKELETON'S CENTERS
O	COUNTER BALANCE
N	WHEEL WELL
M	RETRACTING CHAIN
L	RETRACTING HANDLE
K	RETRACTING SCREW
J	ALUM. ALLOY AILERON RIBS
I	ALUM. ALLOY NOSE RIBS
H	1/4" SQUARE SPRUCE STRIPS
G	DRILLED ALUM. ALLOY SHEET RIB
F	MAIN GAS TANK'S VALVE ENTRANCE
E	OIL COOLING RADIATOR
D	TRANSPARENTS INSPECTORS
C	INSPECTION DOORS
B	AUX. GAS TANK'S WIND COWL
A	AUX. GAS TANK'S EMERGENCY VALVE
SCALE: SAME AS THREE-VIEWS	
DRAWN BY... WILLIAM A. WYLAM	
CURTISS EXPORT HAWK "III-C"	



DRAWN BY... WILLIAM A. WYLAM

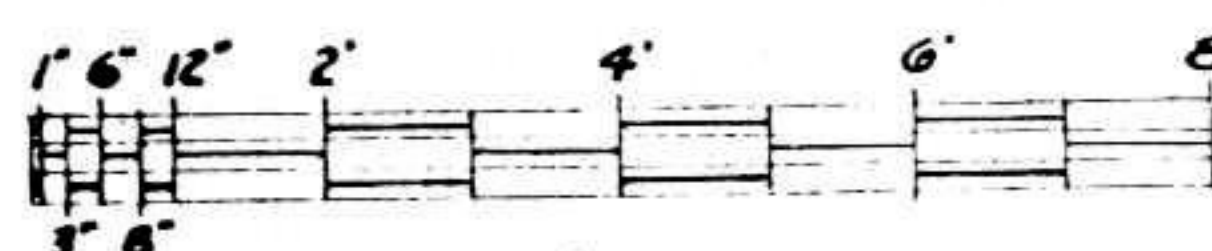


CHANCE-VOUGHT AIRC'T. PLATE I
SPECIAL LAYOUT & SECTIONS
"V-143" SCALE: 3/16"=1'
DRAWN BY
W.A.WYLAM

GENERAL INFORMATION:

ANGULAR MOVEMENTS:
AILERONS UP-25° DOWN 8°
ELEVATOR 30° 20°
RUDDER 30° EACH WAY
ELEVATOR TAB UP 25° DOWN 25°
RUDDER TAB 25° EACH WAY
INCIDENCE (WING) +2°
(STABILIZER)* +2°
VERTICAL STABILIZER AREA 5.85 sq. ft.
HORIZONTAL STABILIZER AREA 14.9 sq. ft.
WING AREA (WITH AILERONS) 187 sq. ft.
ASPECT RATIO 6:1
ENGINE: P&W. TWIN WASP, JR. 750 & 825 HP.
*NORMAL SETTING TO FUSELAGE

ALL MEASUREMENTS WERE
SCALED FROM FACTORY PLANS.
(THREE-VIEW OUTLINE)



SCALE OF "V-143"

REFER TO FIG. 1 PLATE I
FIG. 7

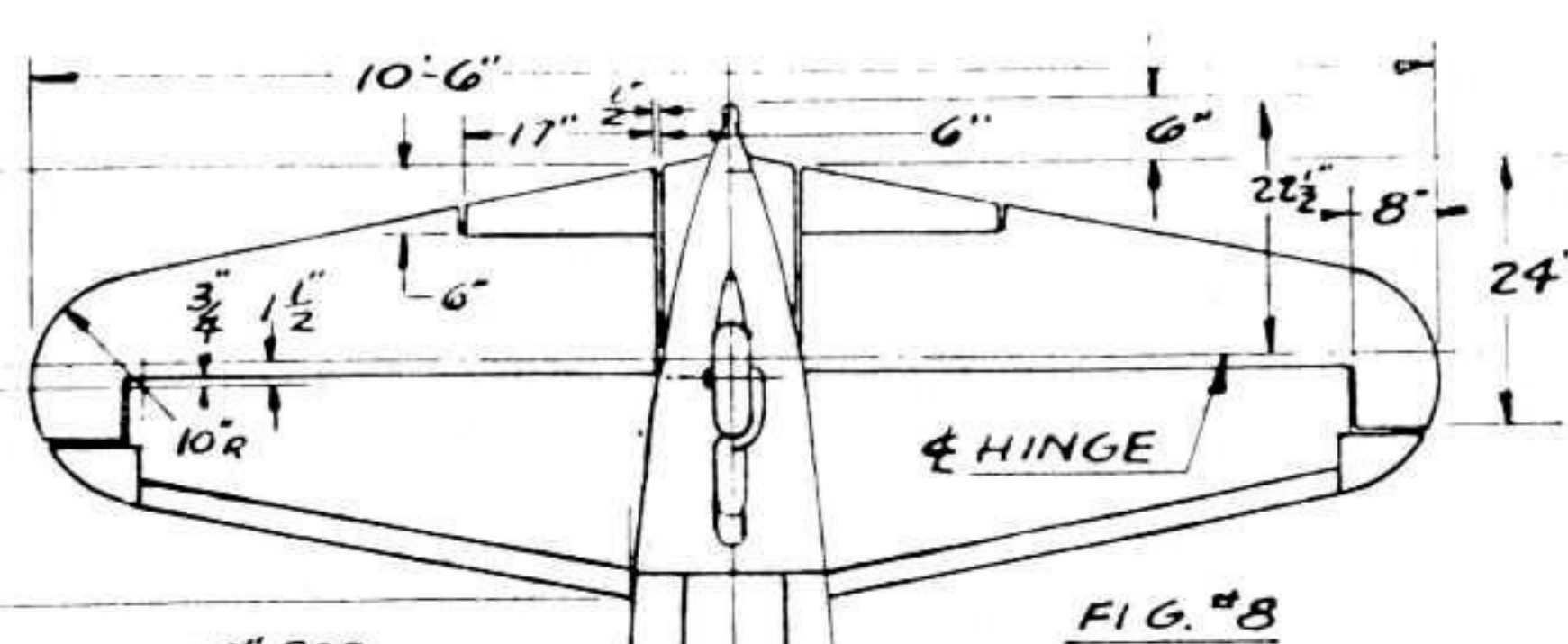


FIG. 8

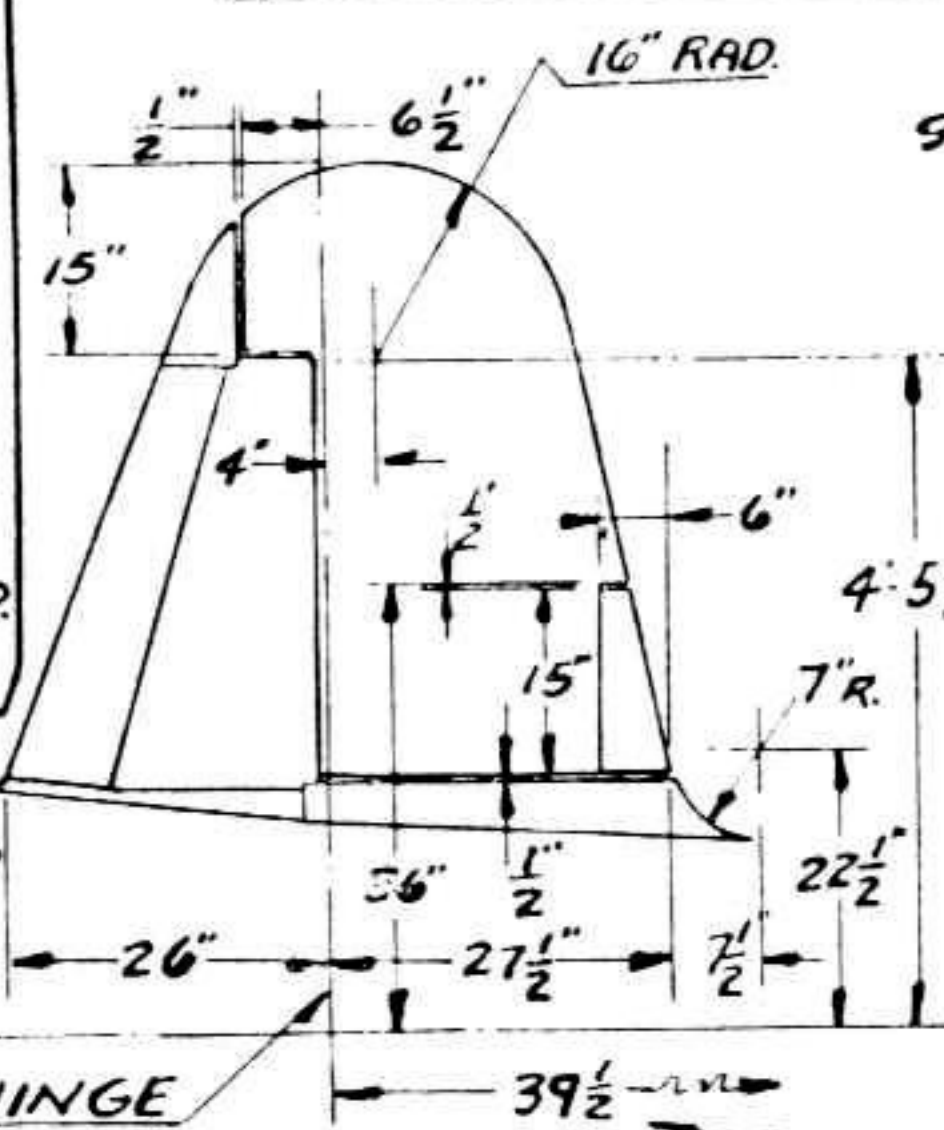
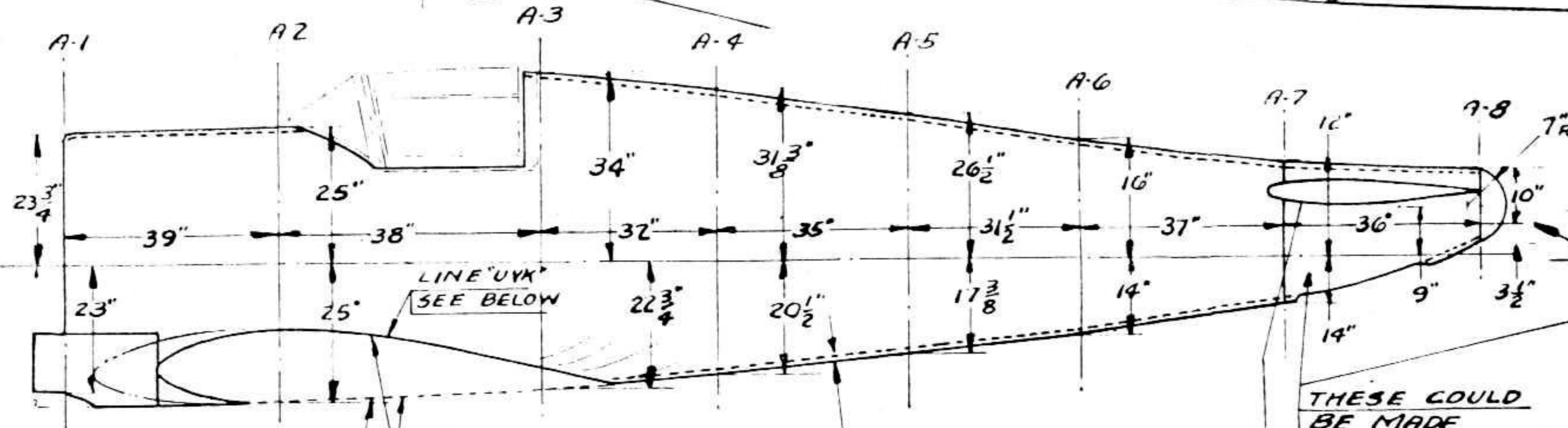


FIG. 7



RIGHT SIDE VIEW
FIG. 9

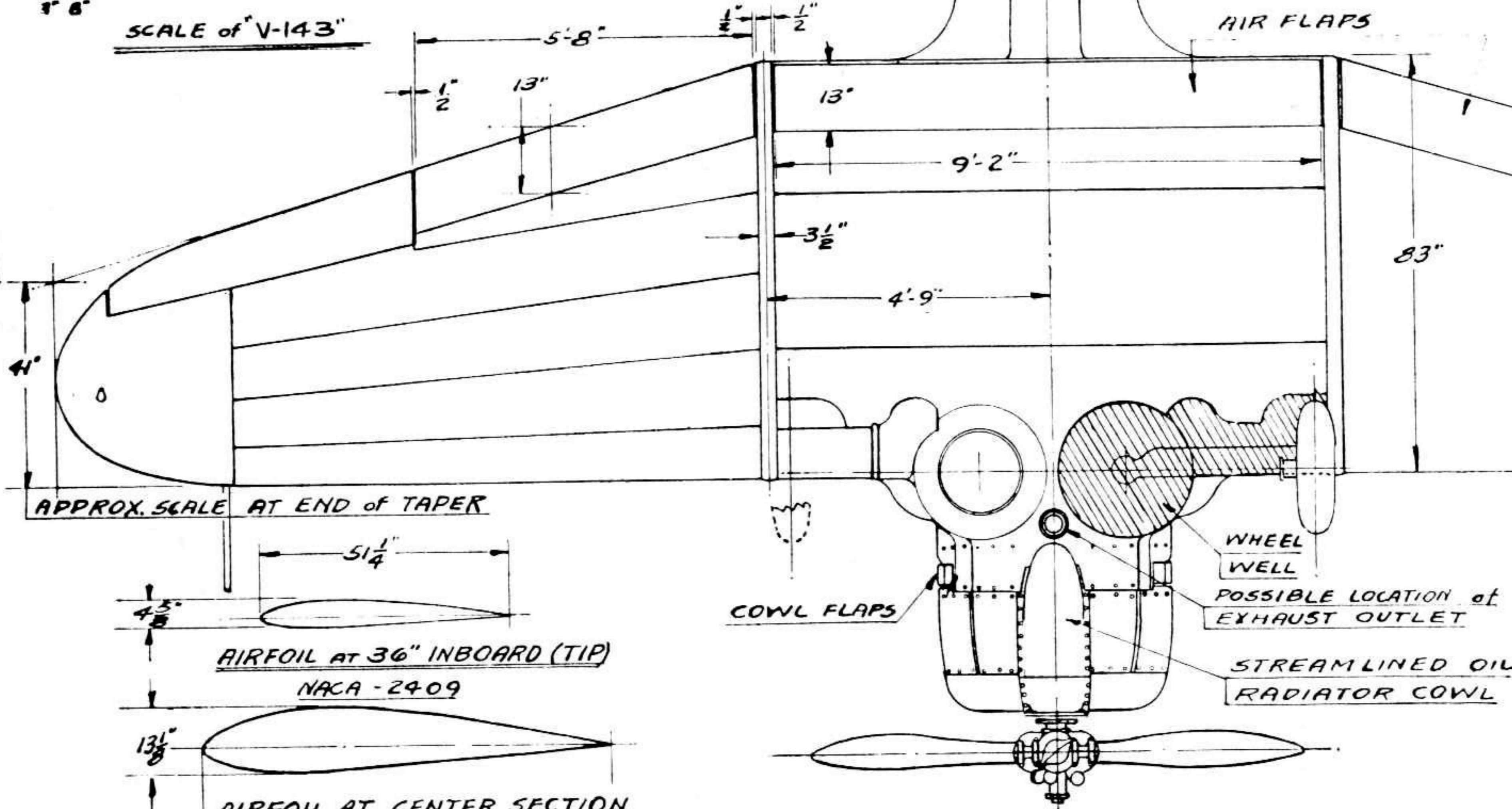
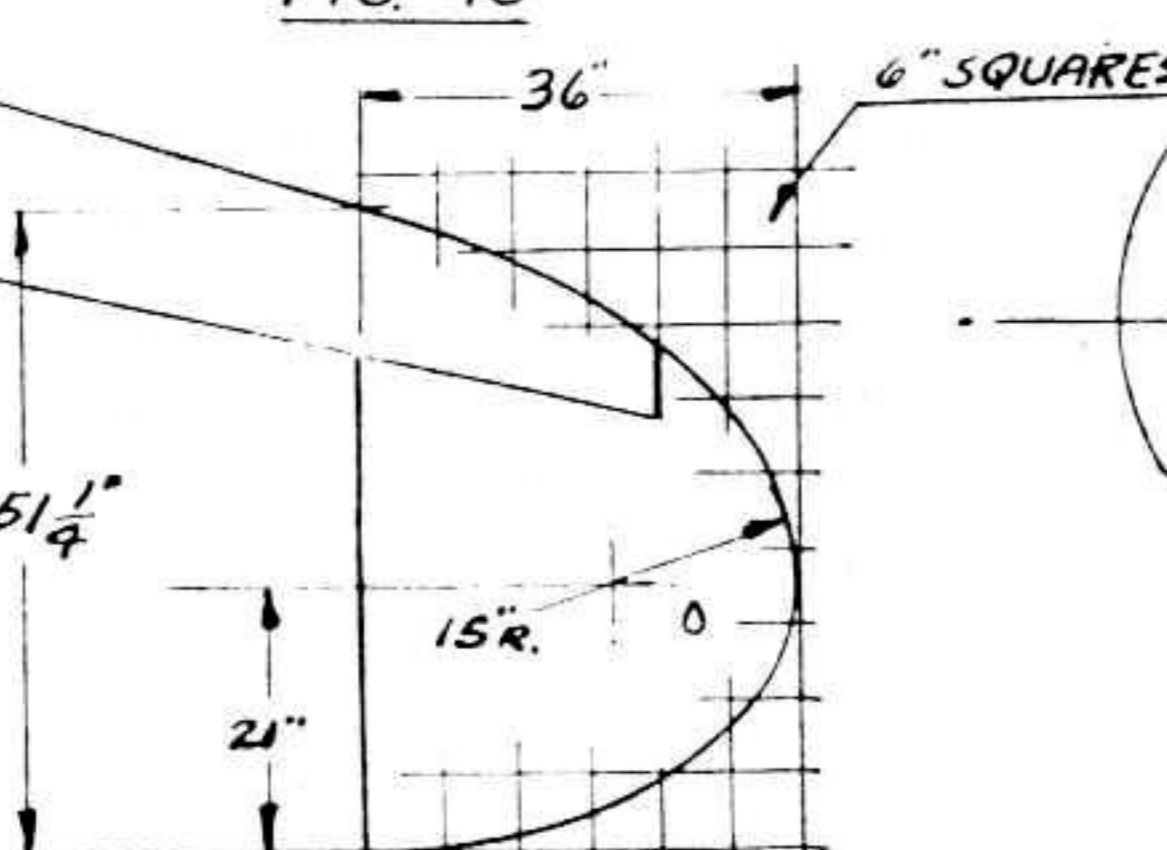


FIG. 5A

SUGGESTED WOODEN FUSELAGE SHELL

FIG. 10



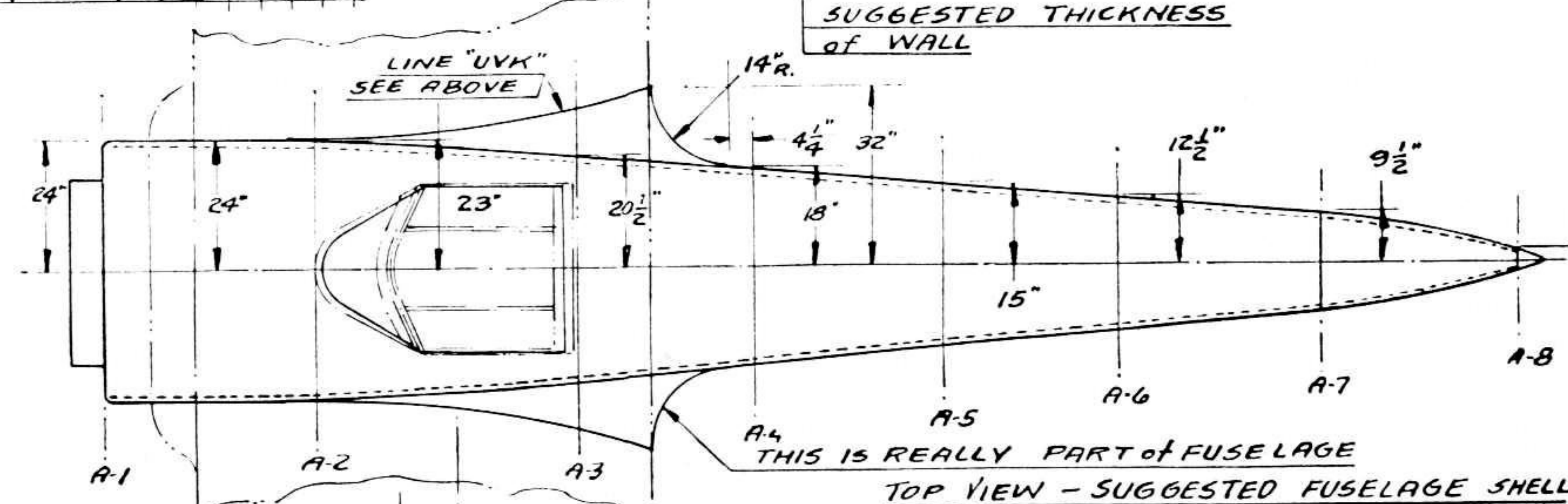
SECTION "A-1"

SECTION "A-2"

SECTION "A-3"

SECTION "A-4"

SUGGESTED THICKNESS
OF WALL



THIS IS REALLY PART OF FUSELAGE

TOP VIEW - SUGGESTED FUSELAGE SHELL

FIG. 10A

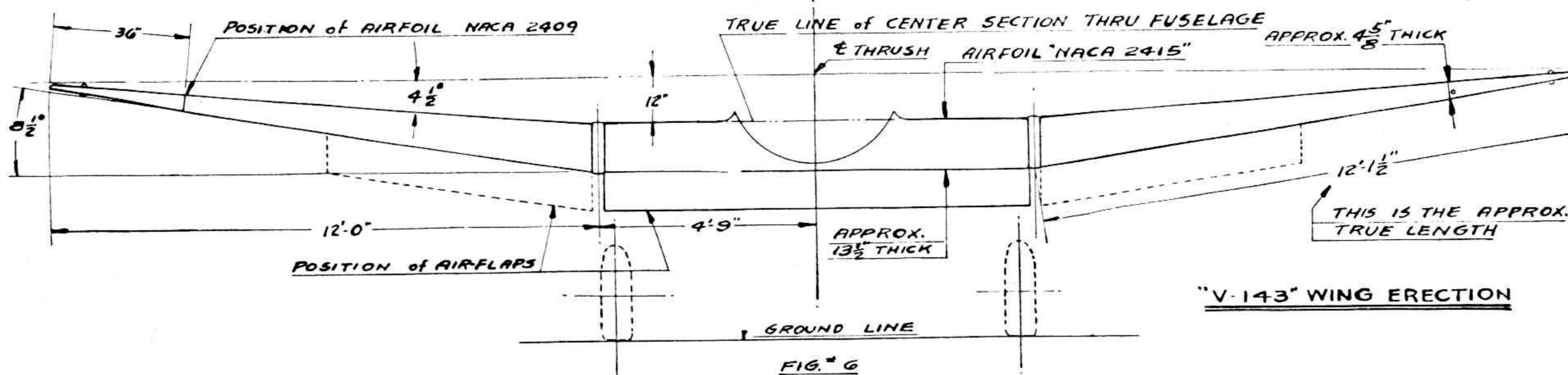


FIG. 6

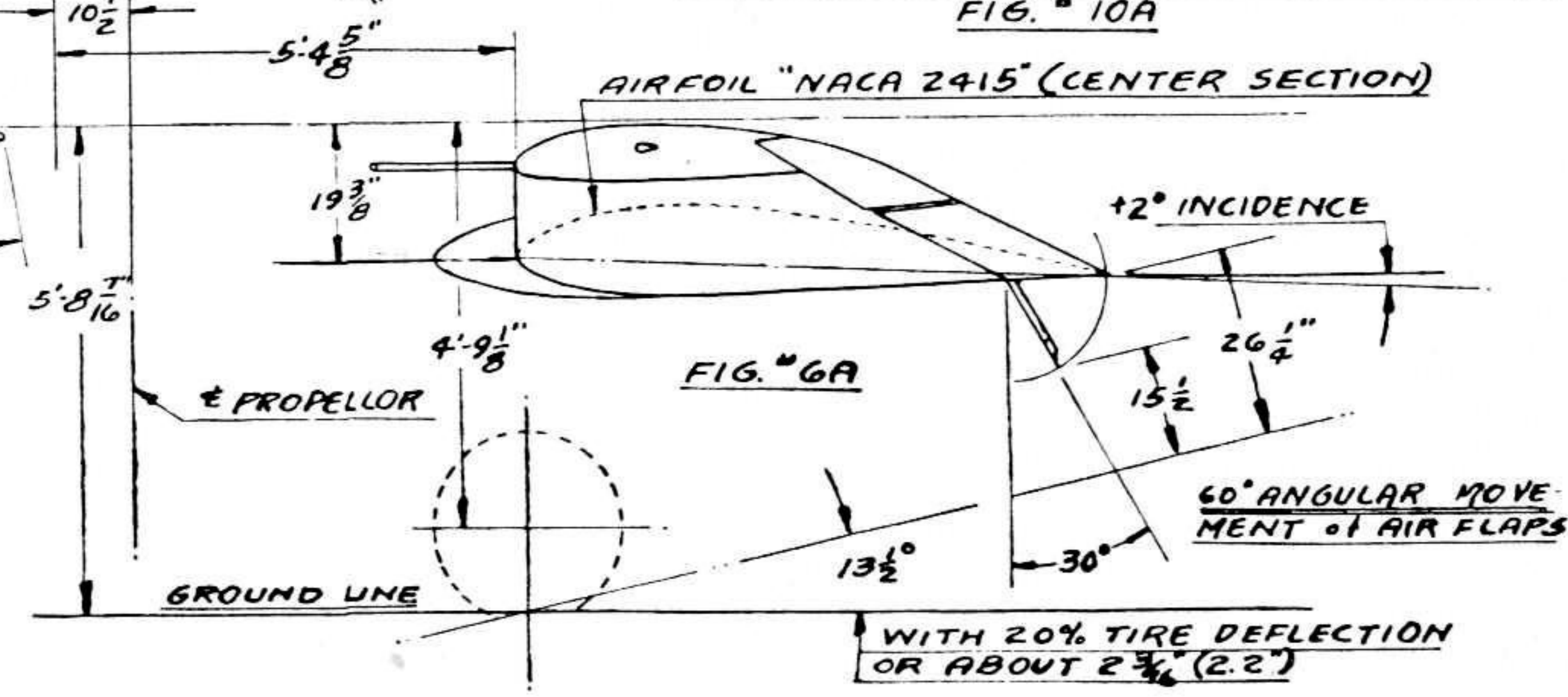
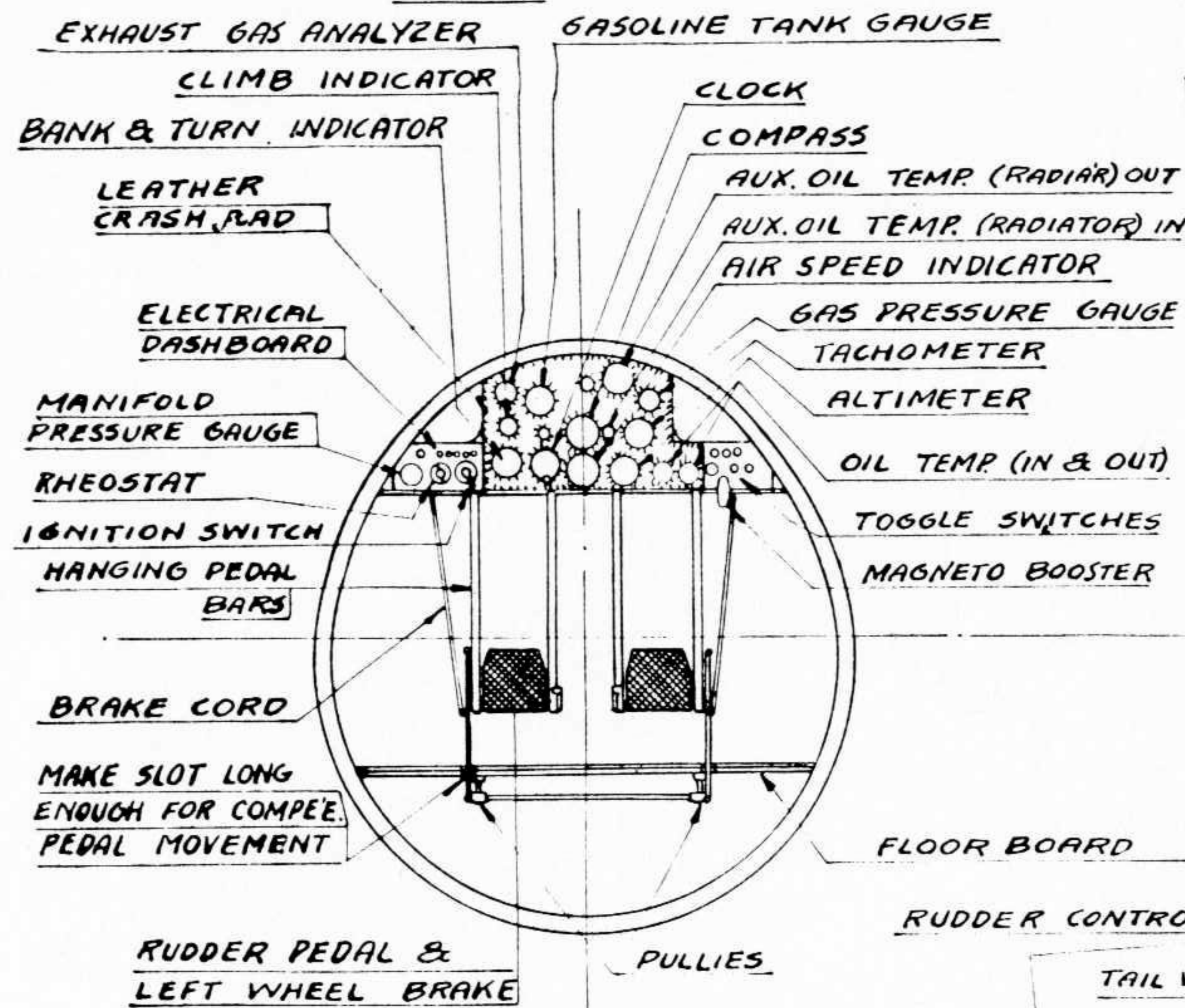


FIG. 6A

WITH 20% TIRE DEFLECTION
OR ABOUT 2 3/4" (2.2")

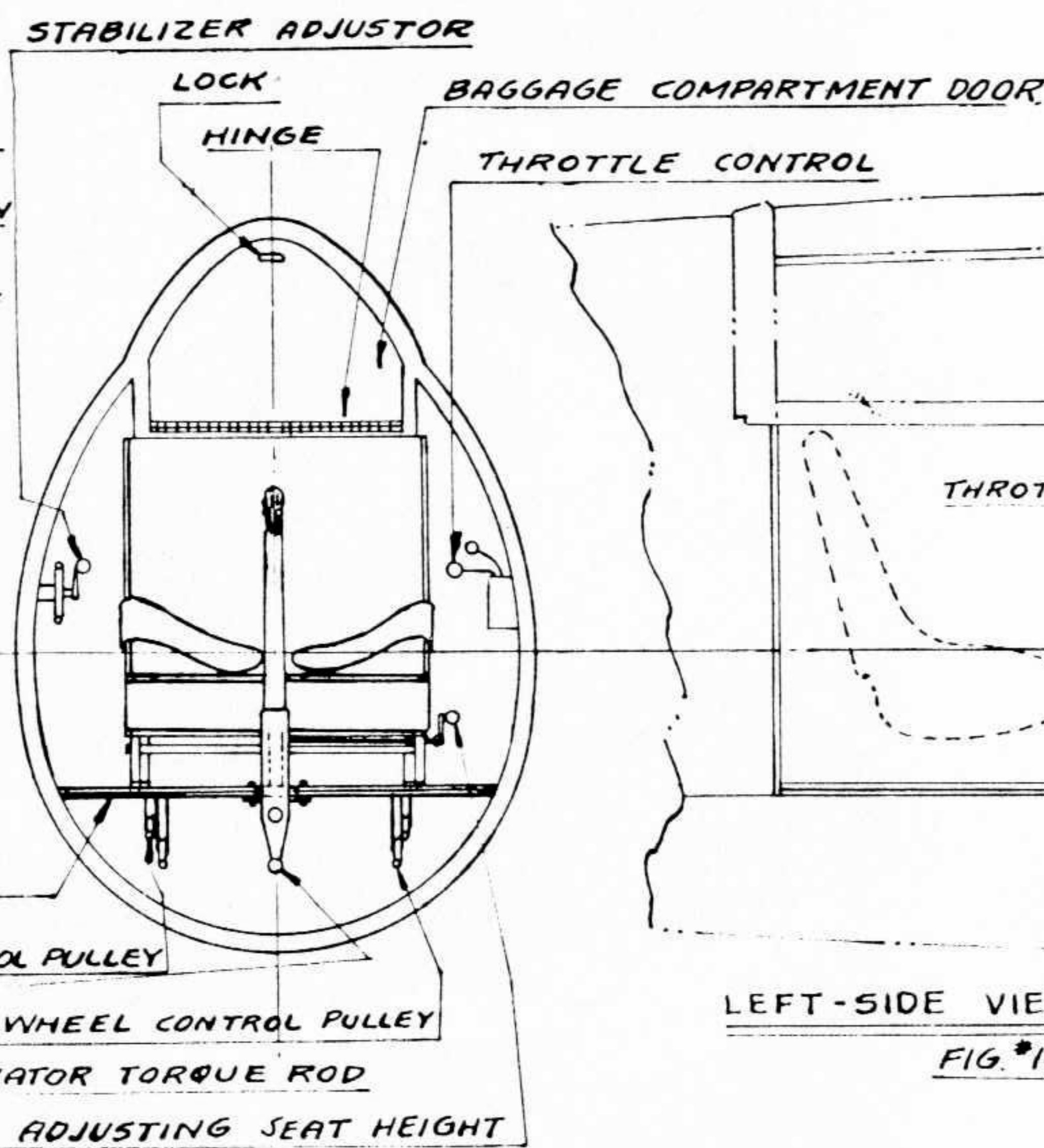
TYPICAL MILITARY INSTRUMENT PANEL

FIG. #12



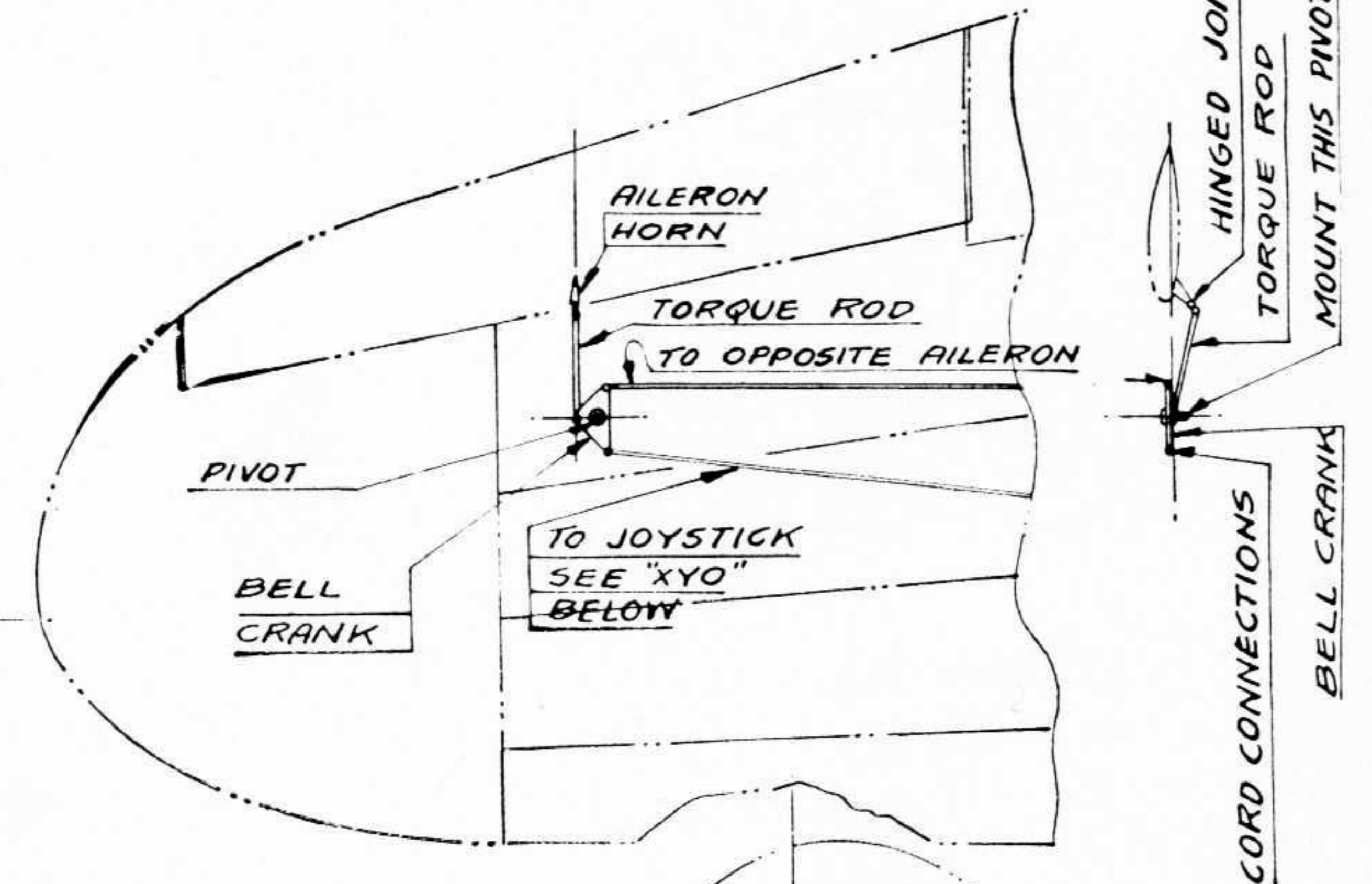
REAR VIEW of CABIN

FIG. #13



SUGGESTED AILERON CONTROLS

FIG. #15

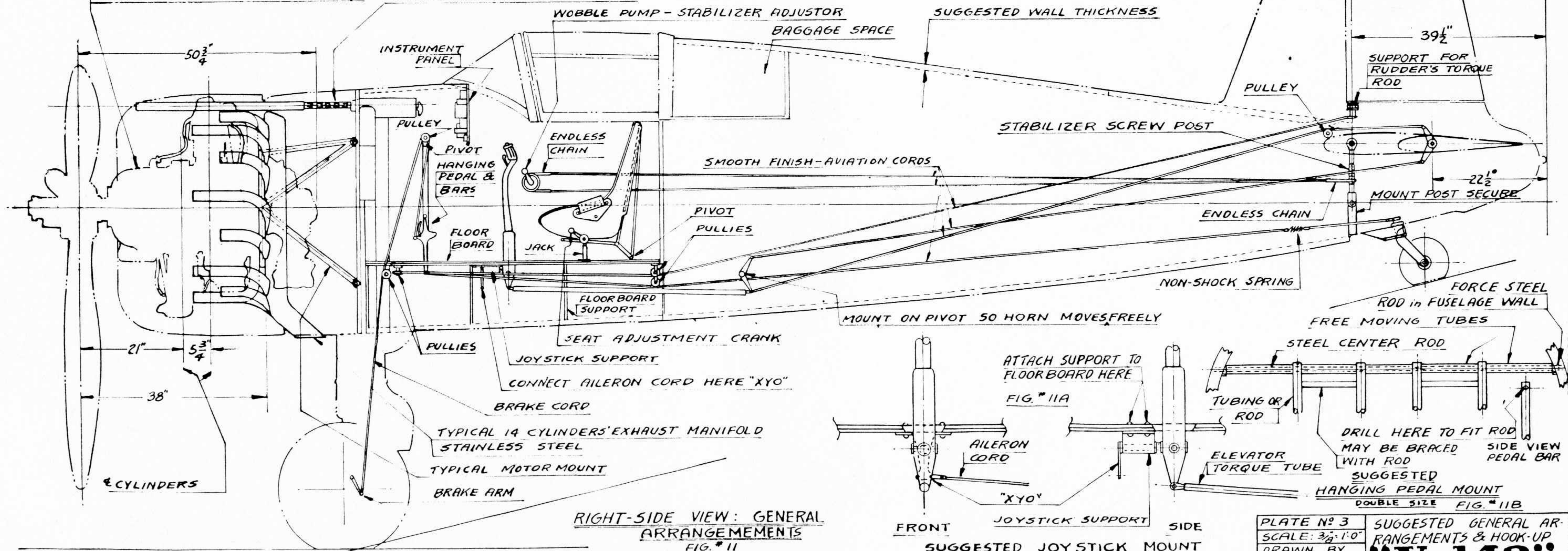


LEFT-SIDE VIEW-THROTTLE

FIG. #14

ROUGH OUTLINE - TWIN WASP, JR.
REFER TO PLANS ON THIS MOTOR
BEFORE BUILDING (WHEN PUBLISHED)

ROUGH OUTLINE - MACHINE GUN



RIGHT-SIDE VIEW: GENERAL ARRANGEMENTS
FIG. #11

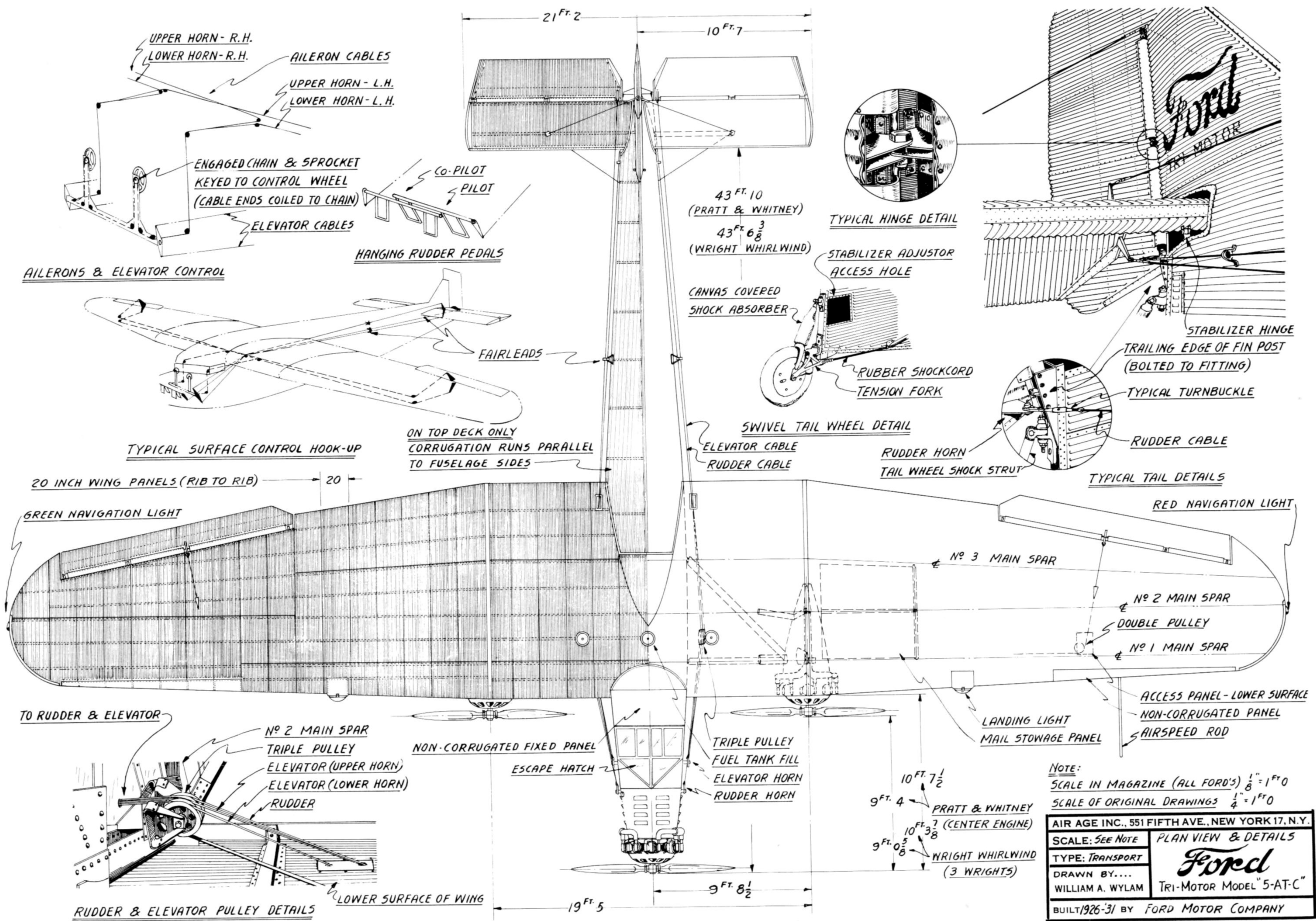
PLATE NO. 3
SCALE: 3/4"=1'-0"
DRAWN BY...
W.A.WYLAM
SUGGESTED GENERAL ARRANGEMENTS & HOOK-UP
"V-143"

LOCKHEED VEGA 5C-

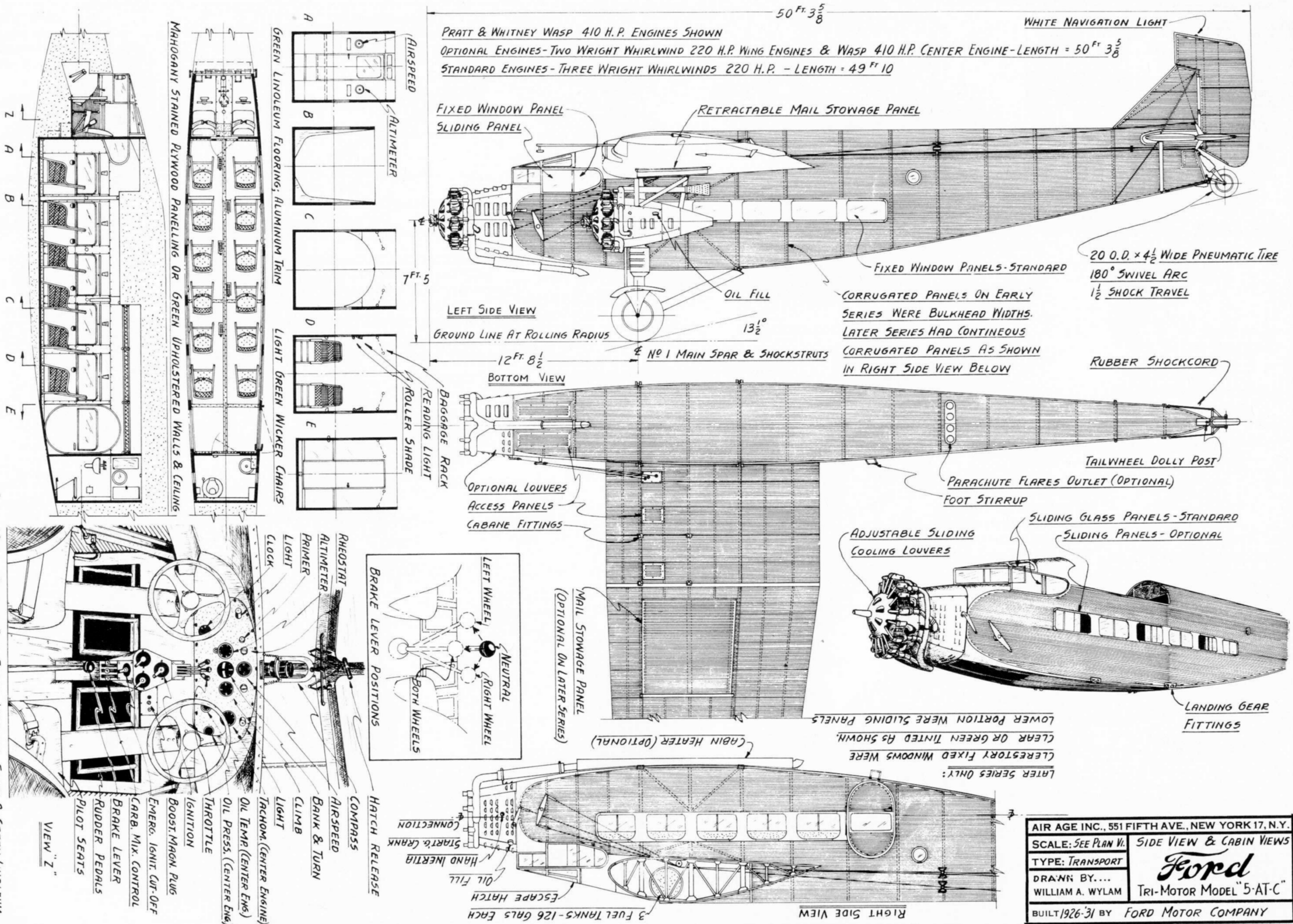


-500 Hp P&W Wasp





NOTE:
SCALE IN MAGAZINE (ALL FORD'S) 1/8" = 1 Ft 0
SCALE OF ORIGINAL DRAWINGS 1/4" = 1 Ft 0
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
SCALE: SEE NOTE
PLAN VIEW & DETAILS
TYPE: TRANSPORT
DRAWN BY...
WILLIAM A. WYLAN
BUILT 1926-31 BY FORD MOTOR COMPANY



AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: SEE PLAN VI. SIDE VIEW & CABIN VIEWS
 TYPE: TRANSPORT
 DRAWN BY... WILLIAM A. WYLAM
 BUILT 1926-31 BY FORD MOTOR COMPANY

Ford
 TRI-MOTOR MODEL "5-AT-C"

BARE METAL EXCEPT FOR BLACK LEATHER SEATS & GREEN LINOLEUM

NOTE:

BRAKE TENSION TUBE WERE OF FIXED LENGTH -
BRAKE BEAM SWIVELS ON BALL JOINT;
AXLE STRUT SWINGS UP OR DOWN ON BRAKE
BEAM; SHOCKS WERE ABSORBED BY RUBBER DISCS.

NOTE: MODEL "5-AT-D"

NACA COWLINGS WERE ONLY ON WING
ENGINES. ONLY CENTER ENGINE HAD
THREE-BLADED PROPELLER. LAST SERIES
HAD OLEO SHOCK STRUTS

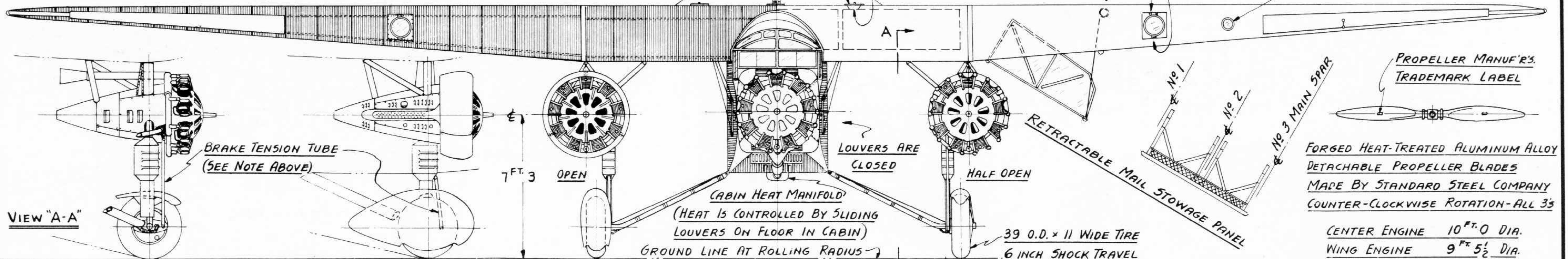
PRATT & WHITNEY WASP 410 H.P. SHOWN

WEATHER SEAL CAP & RETAINER NUT
FUNNEL & FUEL TANK CAP
3 FUEL TANKS - GRAVITY FEED

CABLE & RE-WIND DRUM
HINGED LENS FRAME
LATCH
GROUND & SIGNAL LIGHT

MODEL 5-AT-C

CRUISING SPEED 110 MPH
HIGH SPEED 130 MPH
STALLING SPEED 59 MPH
RADIUS (4 HOURS) 440 MILES
CEILING 18,000 FT.

MODEL "5-AT-D" WITH NACA RING
AND OPTIONAL WHEEL FAIRINGS

CARBURETOR CONTROLS
FUEL LINE
ELECTRIC WIRES

OIL PRESSURE GAGE
OIL TEMP. GAGE
TACHOMETER

FIN POST
ENGINE MOUNT

UNIVERSAL
WORM GEAR & DOUBLE-
THREAD SCREW HOUSING

UNIVERSAL
STABILIZER ADJUSTOR
ACCESS OPENING

DARK GREEN ON
REAR WALL WITH BARE
METAL TRIM

SPROCKET
ENDLESS CHAIN
DOOR JAM

*ON PRESSURE FED FUEL SYSTEM

FUEL TANK SELECTOR*
NOSE LEVEL INDICATOR
FUEL LEVEL GAGE

CEILING LINE ON
REAR WALL OF
COCKPIT

DULL BLACK ON REAR
SIDE OF BLADES

THREE-BLADED ON CENTER ENGINE
(MODEL 5-AT-D; 5-AT-E)

RIBS WERE ADDED
ON LATER SERIES

EXHAUST OUTLET
FROM CARB. R. HEATER
(INLET ON OPP. SIDE)

TOW RING

BALL JOINT

WASHERS

RUBBER DISCS

REBOUND CABLES

REBOUND PLATE

TELESCOPING SHOCK STRUT

BRAKE TENSION TUBE

FENDER

UPPER REBOUND PLATE WAS SWEATED TO UPPER
STRUT TUBE; LOWER REBOUND PLATE WAS
SWEATED TO LOWER STRUT TUBE; LOWER TUBE
SLIDES UP & DOWN INSIDE OF UPPER STRUT.
STREAMLINE HOUSING WAS FIXED TO UPPER STRUT

SHOCK ABSORBER CLAMP

AXEL TUBE

HYDRAULIC BRAKE LINE

TAPE

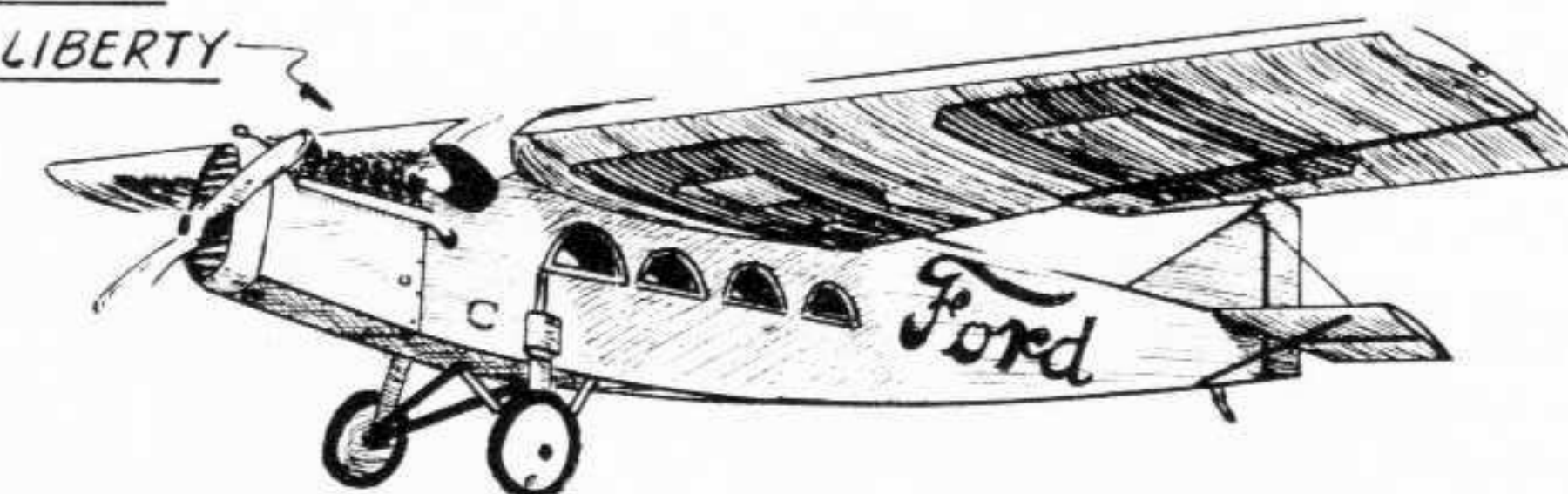
STREAMLINE HOUSING

SLOTTED TO CLEAR
FENDER BRACKET

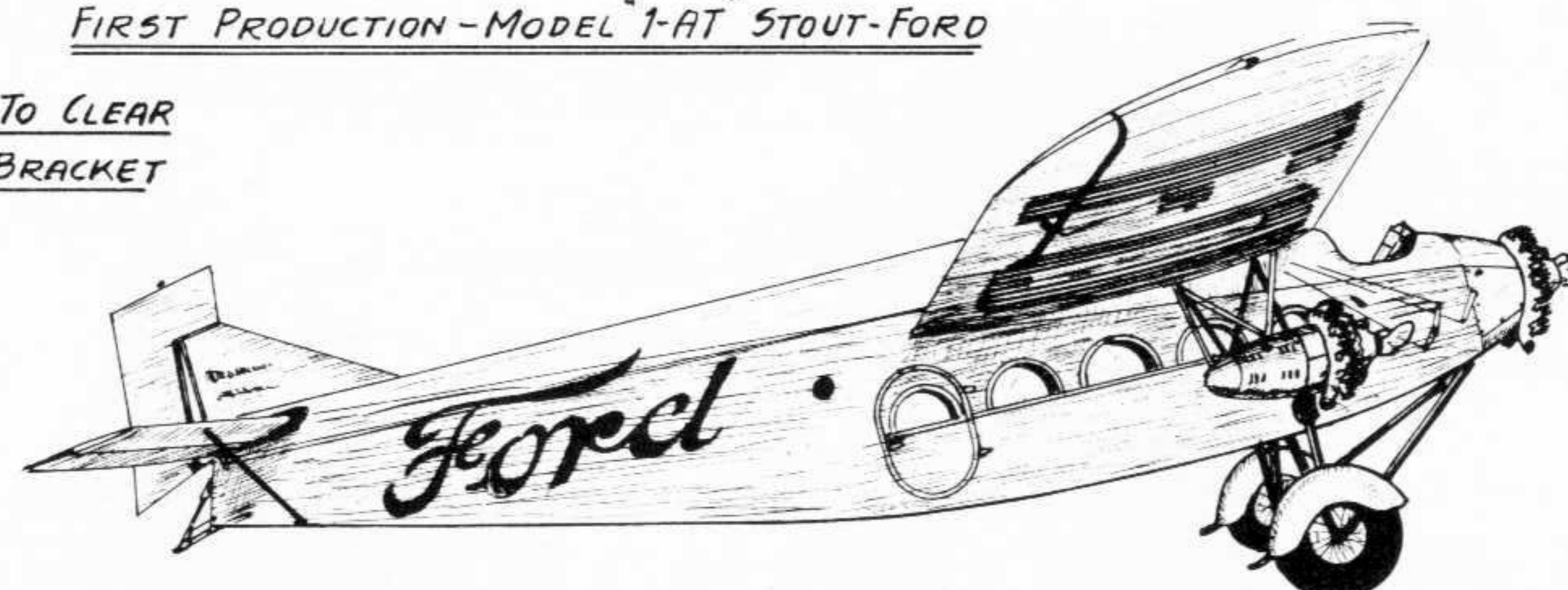
UNIVERSAL LINKS

TUBULAR OR STREAMLINE
TUBING - OPTIONAL

OPEN COCKPIT
400 H.P. LIBERTY



FIRST PRODUCTION - MODEL "1-AT" STOUT-FORD



FIRST TRI-MOTOR - MODEL "2-AT" - THREE WRIGHT "J-3" 200 H.P.

THANKS TO THE FOLLOWING:

WILLIAM B. STOUT, THE DESIGNER
M. G. BEARD, PETER M. BOWERS, JOHN A. COLLINGS,
WILLIAM CHAFFEE, WILLIAM SWIFT, RAY GRAHAM,
PAUL MARCHAL, JR., E. GLENN SIBLEY, AND THE LATE
MAJOR R. W. SCHROEDER.

W. A. Wylam

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: SEE PLAN V.

TYPE: TRANSPORT

DRAWN BY...

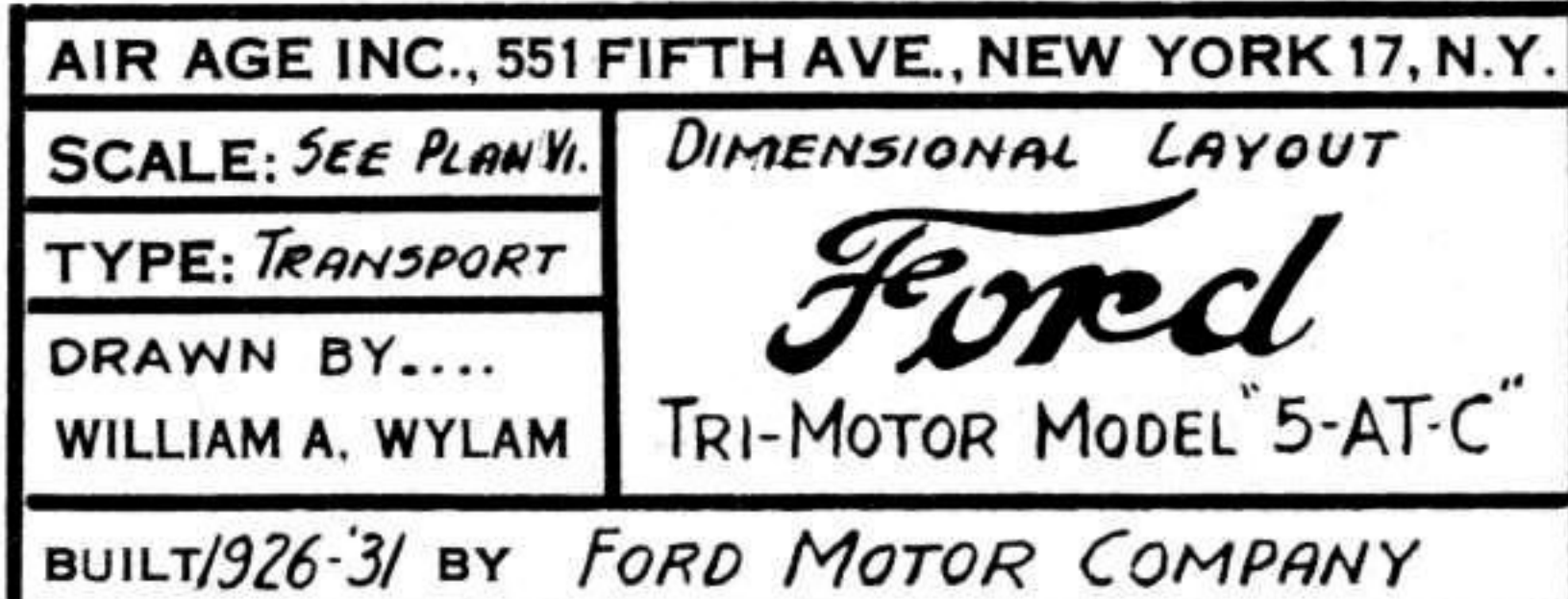
WILLIAM A. WYLAM

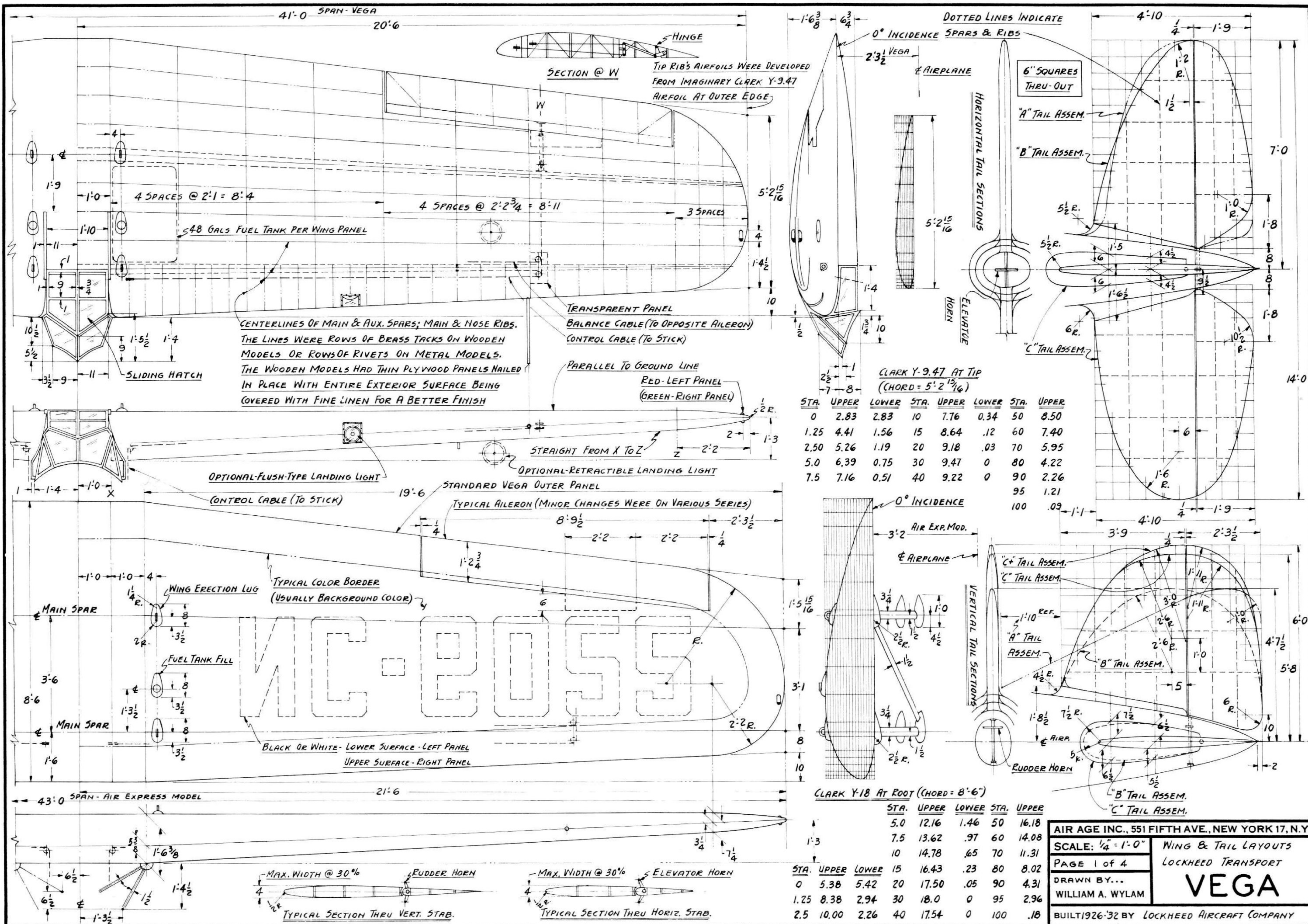
FRONT-VIEW & DETAILS

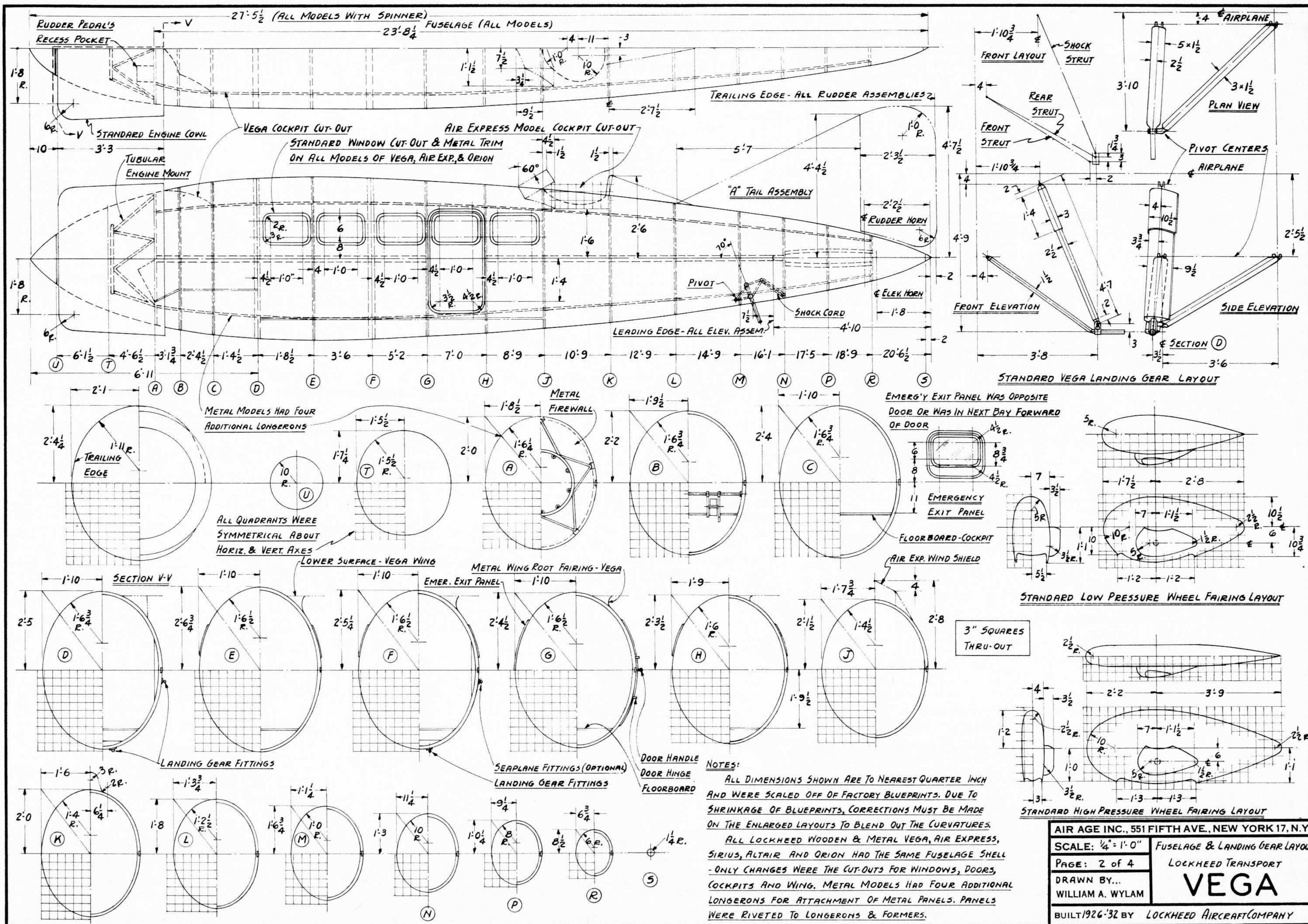
Ford

TRI-MOTOR MODEL "5-AT-C"

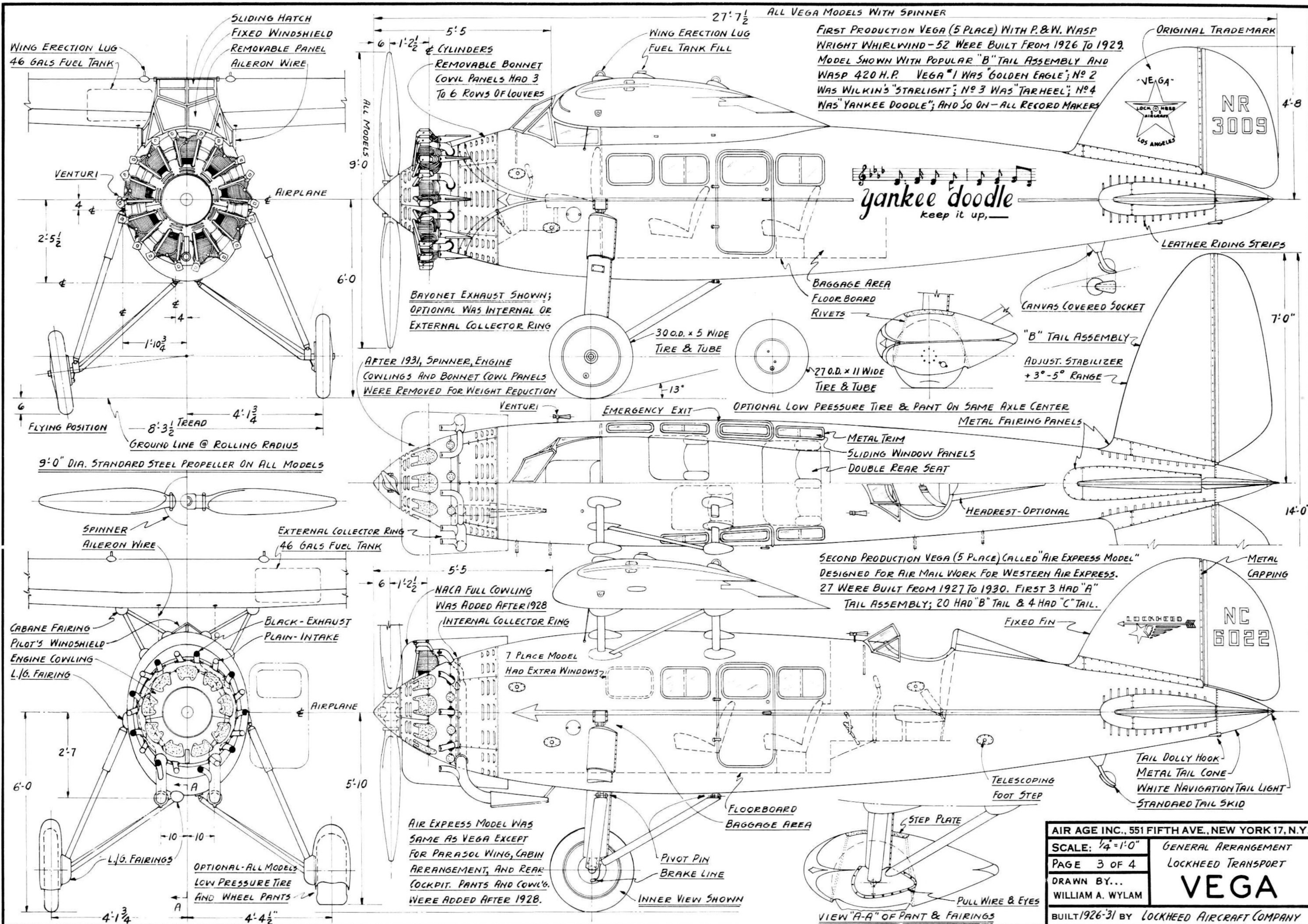
BUILT 1926-31 BY FORD MOTOR COMPANY







AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
SCALE: $\frac{1}{4}" = 1'-0"$ FUSELAGE & LANDING GEAR LAYOUT
PAGE: 2 of 4 LOCKHEED TRANSPORT
DRAWN BY... WILLIAM A. WYLAN
VEGA
BUILT 1926-32 BY LOCKHEED AIRCRAFT COMPANY



AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: 1/4" = 1'-0"

PAGE 3 OF 4

DRAWN BY...

WILLIAM A. WYLAN

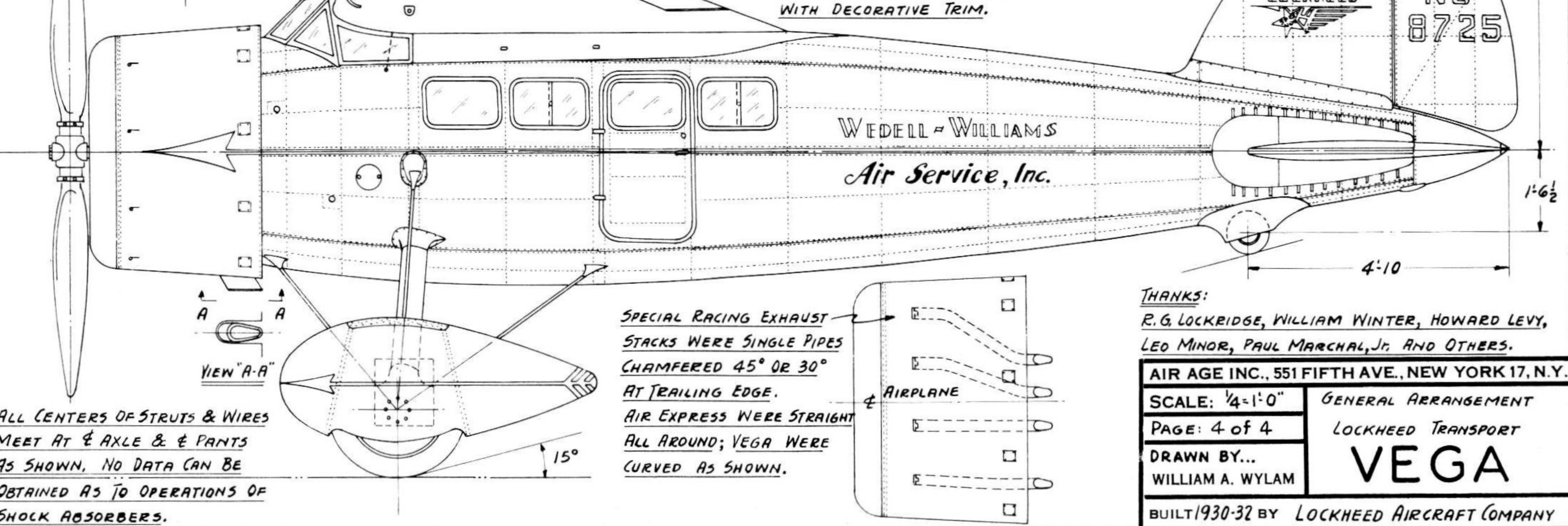
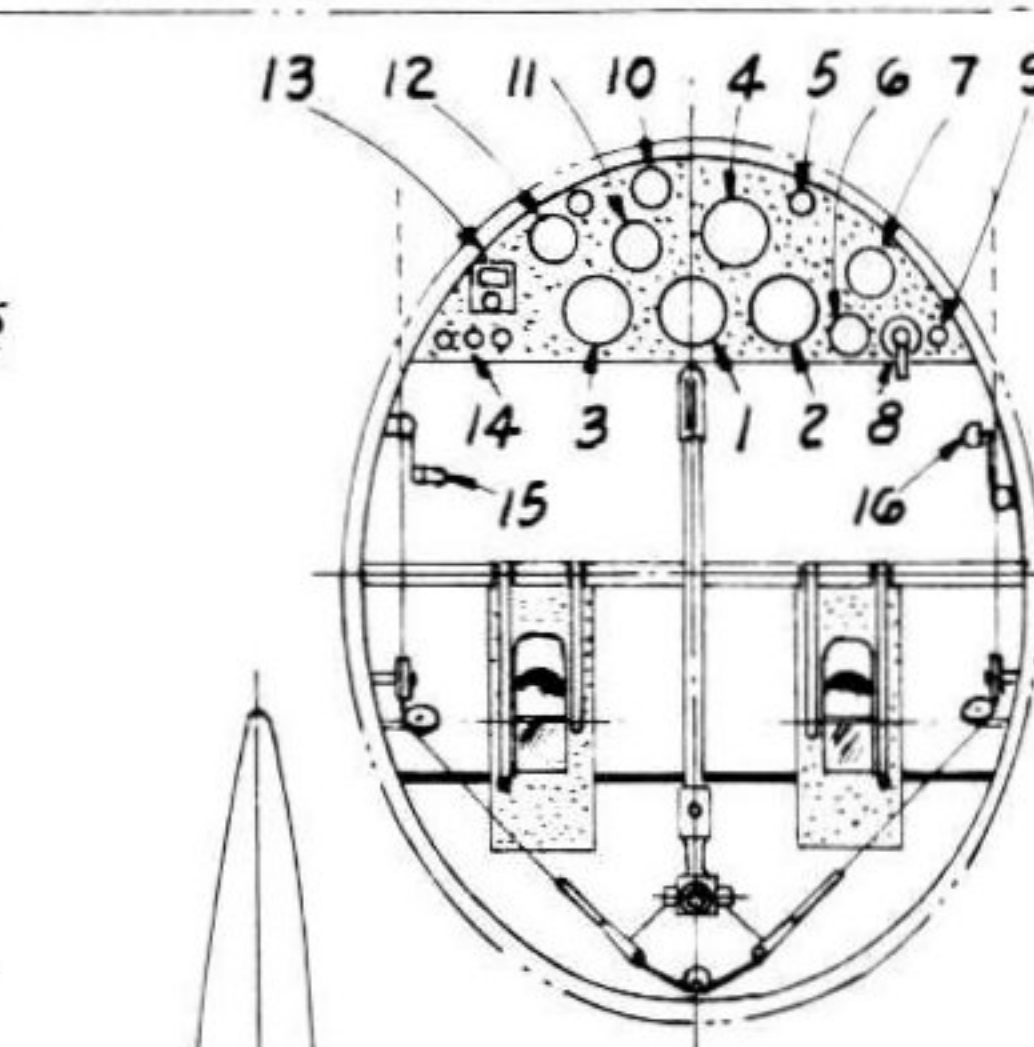
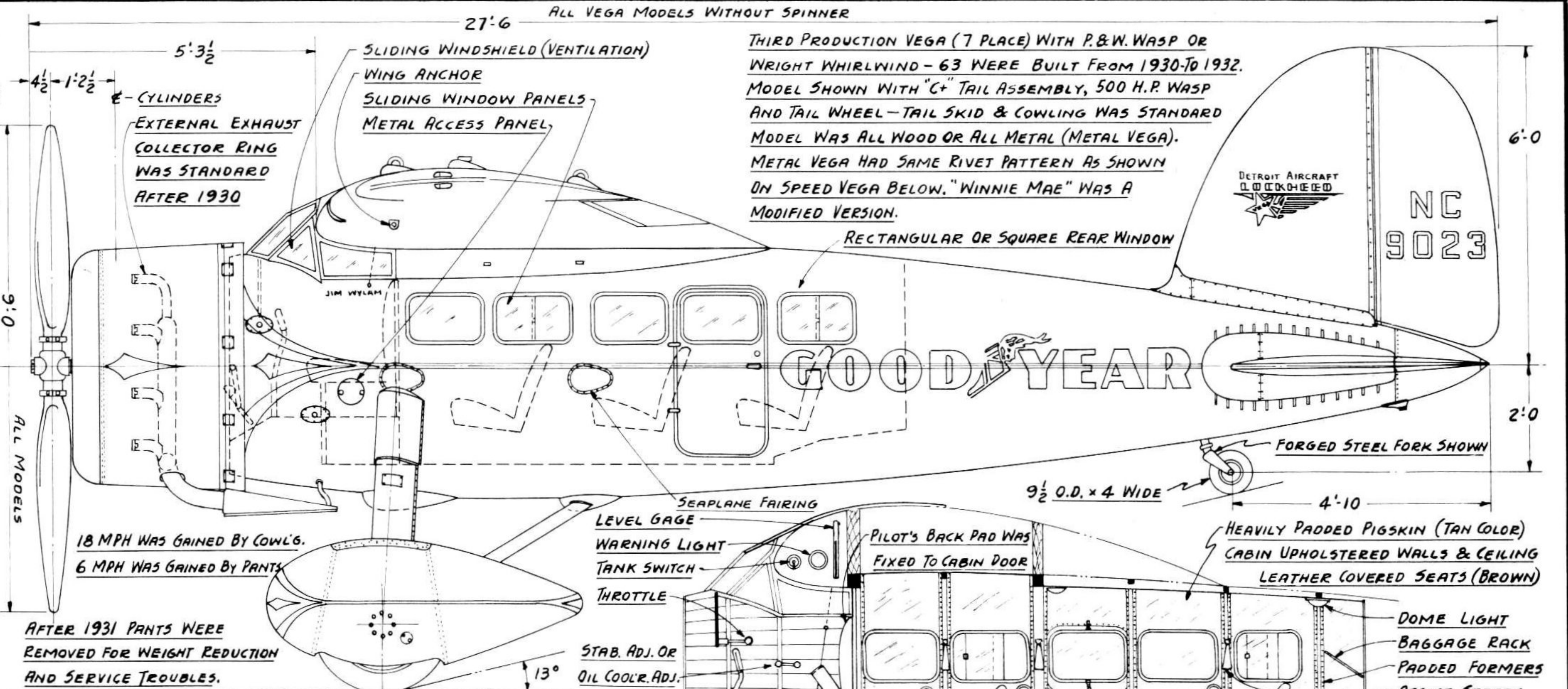
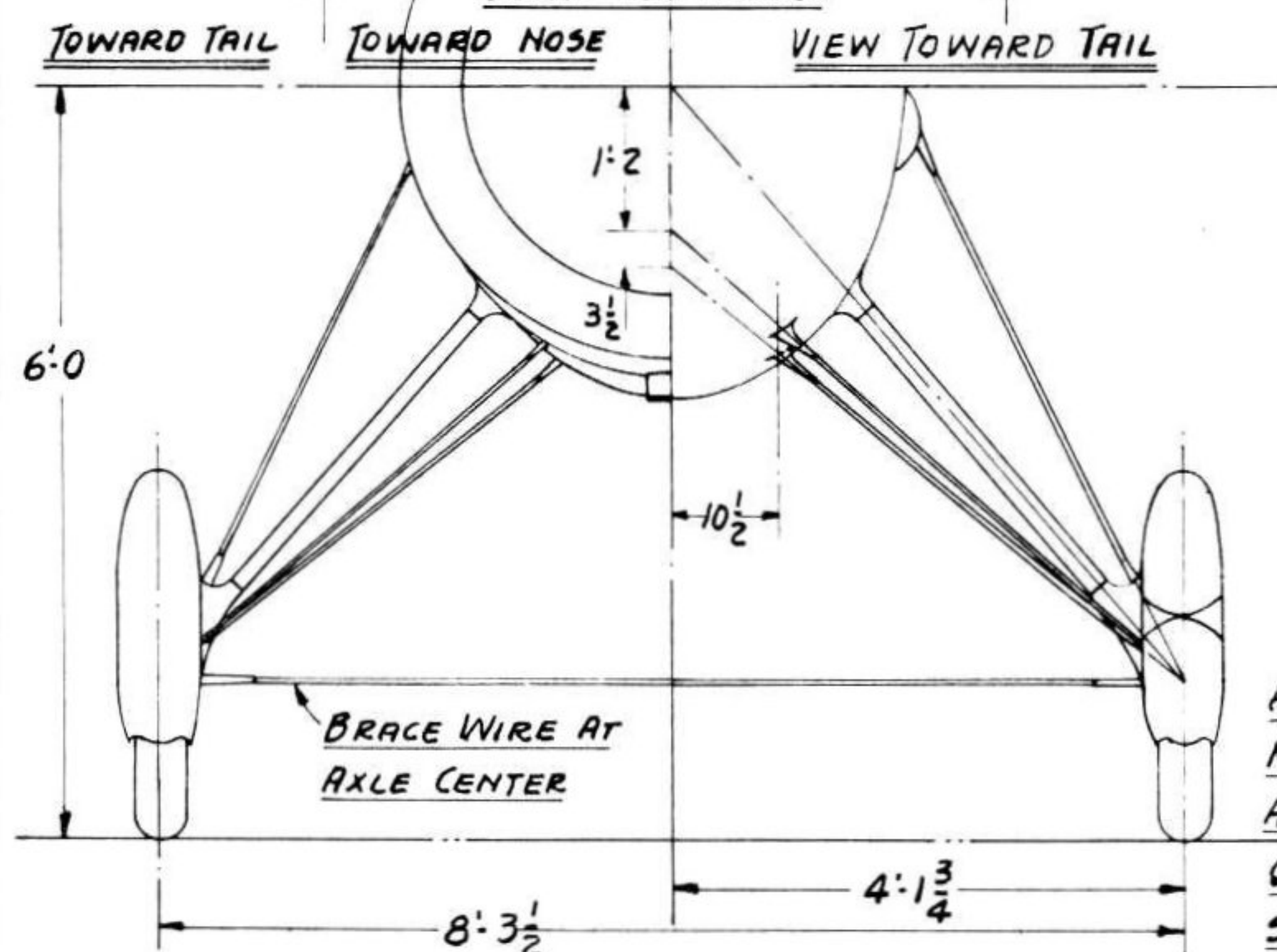
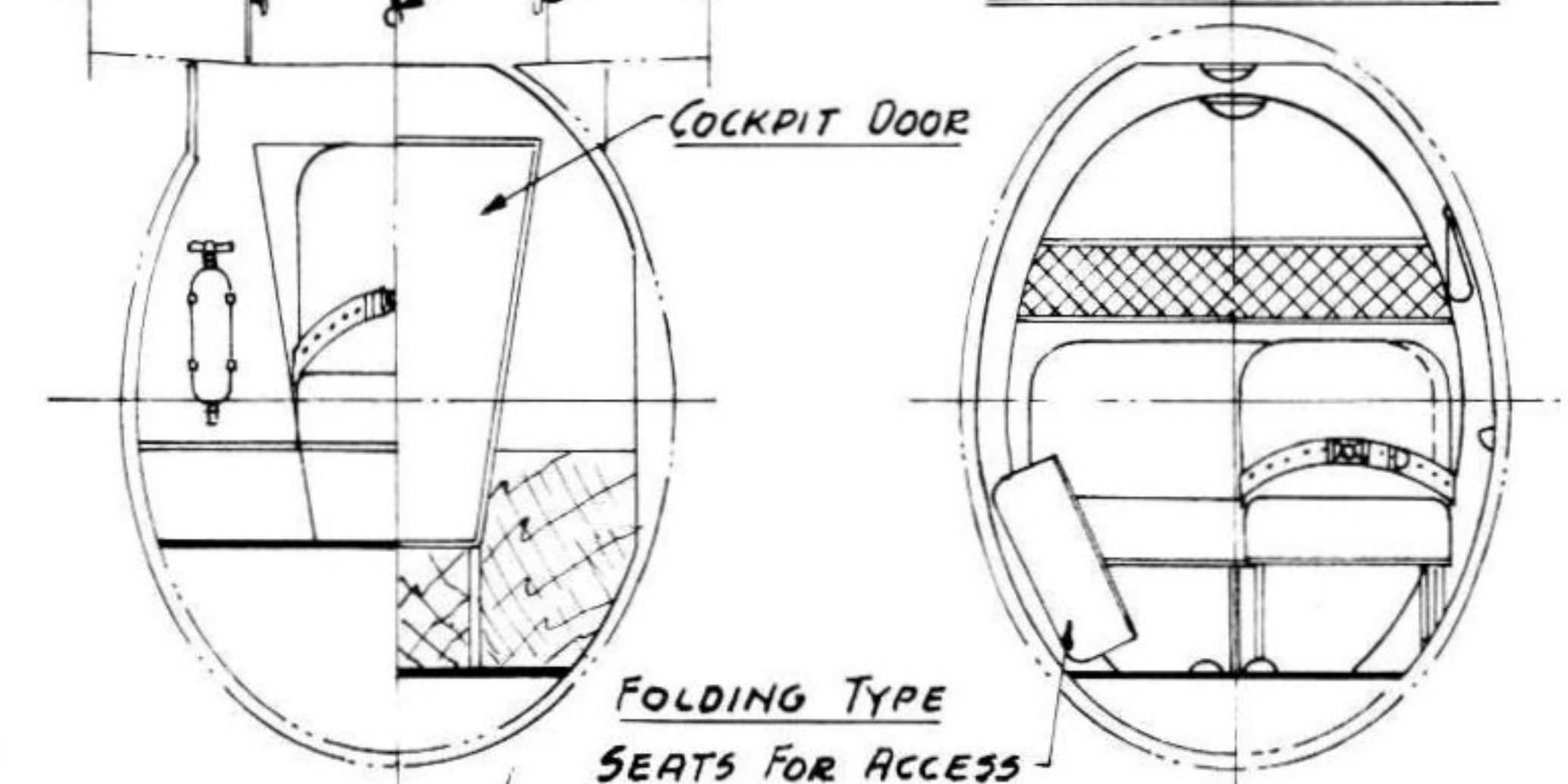
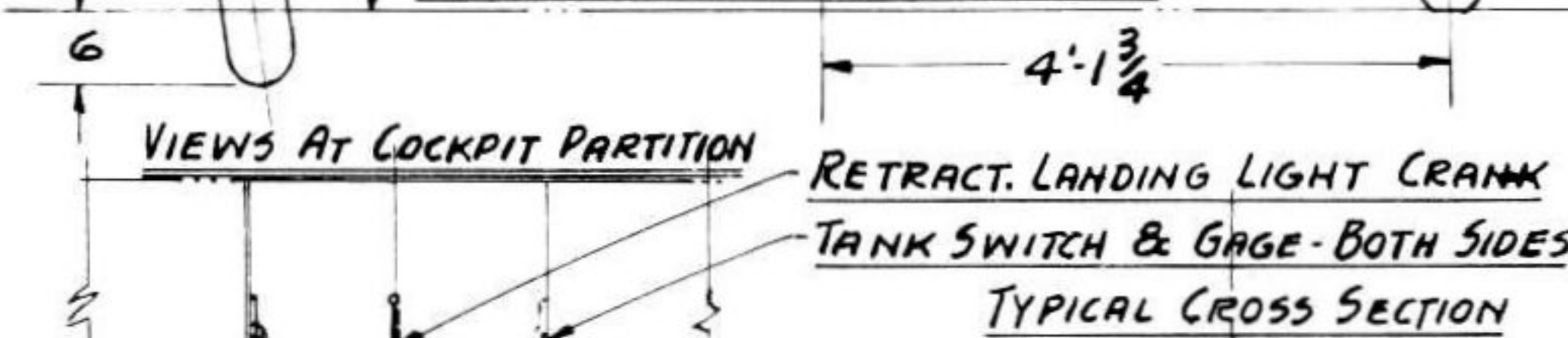
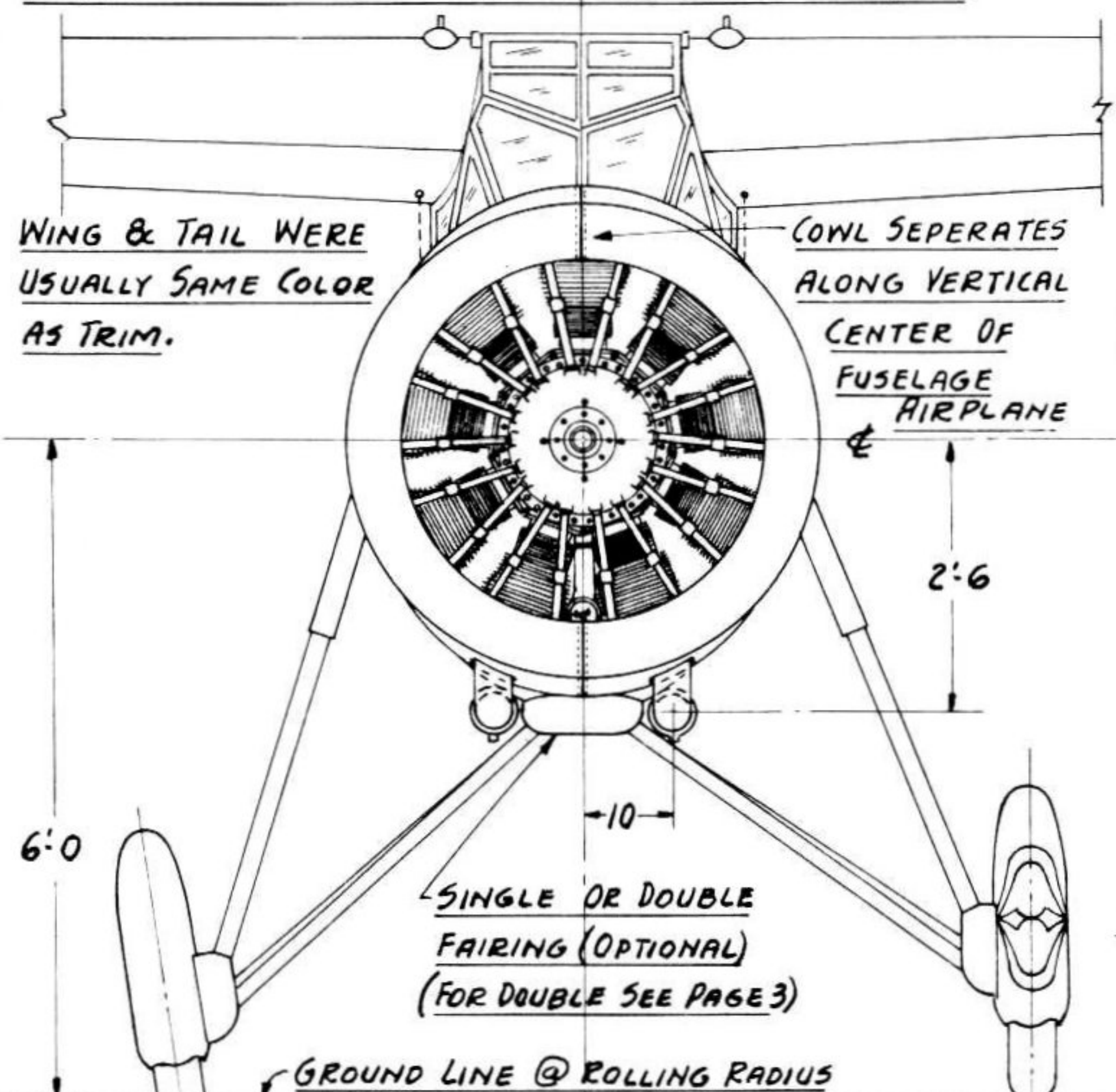
BUILT 1926-31 BY LOCKHEED AIRCRAFT COMPANY

GENERAL ARRANGEMENT

LOCKHEED TRANSPORT

VEGA

COLOR SCHEME & DECORATIVE TRIMS WERE AT OPTION OF BUYER. MOST POPULAR COLORS WERE: WHITE WITH RED, BLUE, OR GREEN TRIM; RED, GREEN, OR BLUE WITH WHITE OR CREAM TRIM. CONTRASTING COLOR WAS USED FOR PIN STRIPING AS A SPECIAL ORDER; I.E., WHITE WITH RED TRIM HAD BLACK PIN STRIPES ON THE EDGES OF THE RED TRIM.



THANKS:
R.G. LOCKRIDGE, WILLIAM WINTER, HOWARD LEVY,
LEO MINOR, PAUL MARCHEL, JR. AND OTHERS.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: 1/4"=1'0"

PAGE: 4 of 4

DRAWN BY...
WILLIAM A. WYLAM

GENERAL ARRANGEMENT
LOCKHEED TRANSPORT
VEGA
BUILT 1930-32 BY LOCKHEED AIRCRAFT COMPANY

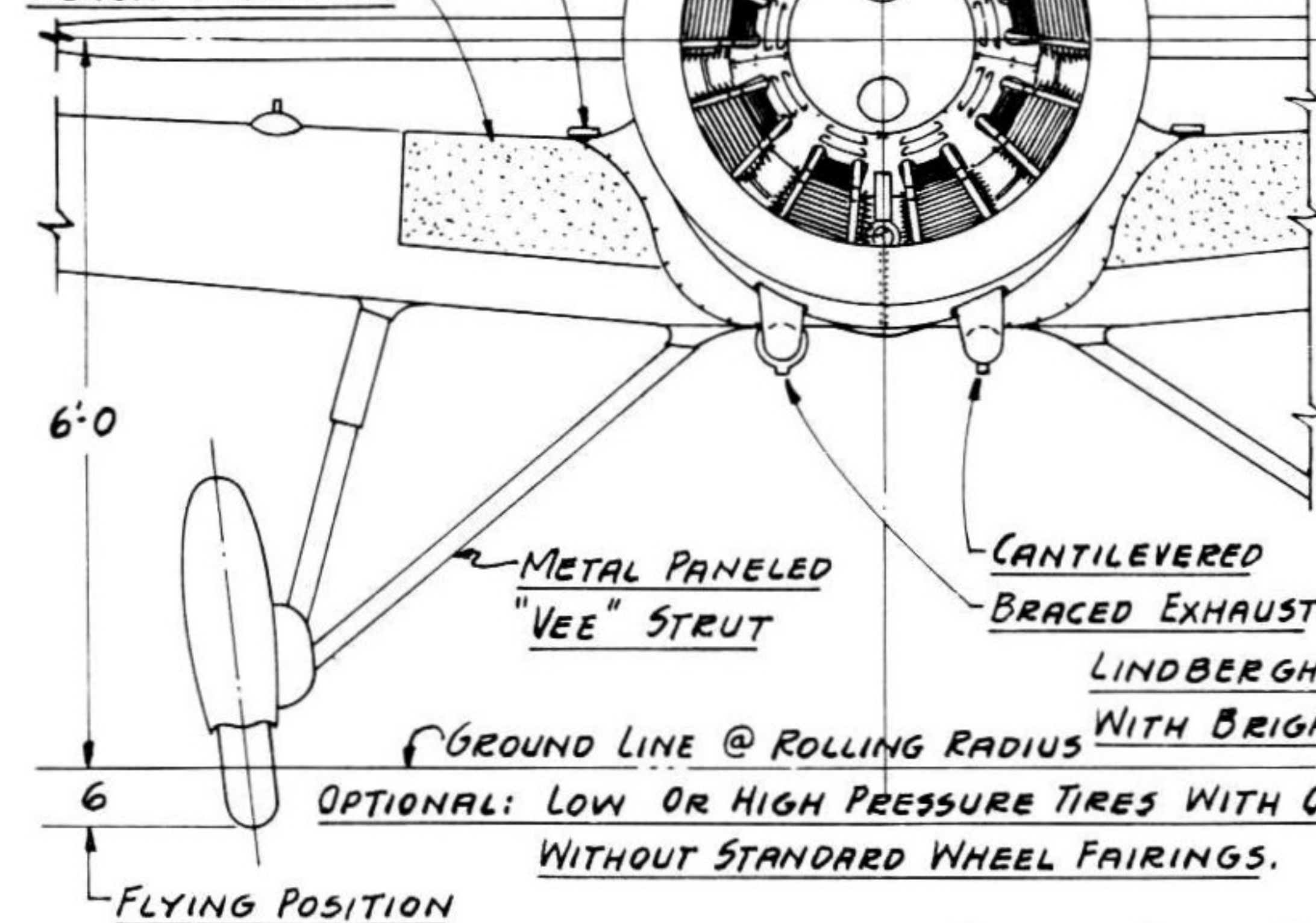
SIRIUS	PLACE	HOR.TAIL	VERT.TAIL	OWNER
Nº1	ONE	"D"	"D" EXP.	BROMLEY
Nº2	ONE	"D"	"A" EXP.	BROMLEY
Nº3	TWO	"D"	MOD."C"	LINDBERGH

SIRIUS Nº4 TO 8 HAD MOD."C" VERT. TAIL WITH "D" HORIZONTAL TAIL.

"SIRIUS EXPRESS" - SINGLE COCKPIT WITH 4-6 SEATS - CABIN SAME AS "ORION"

"SIRIUS CARGO" - SINGLE COCKPIT WITH CARGO COMPARTMENT

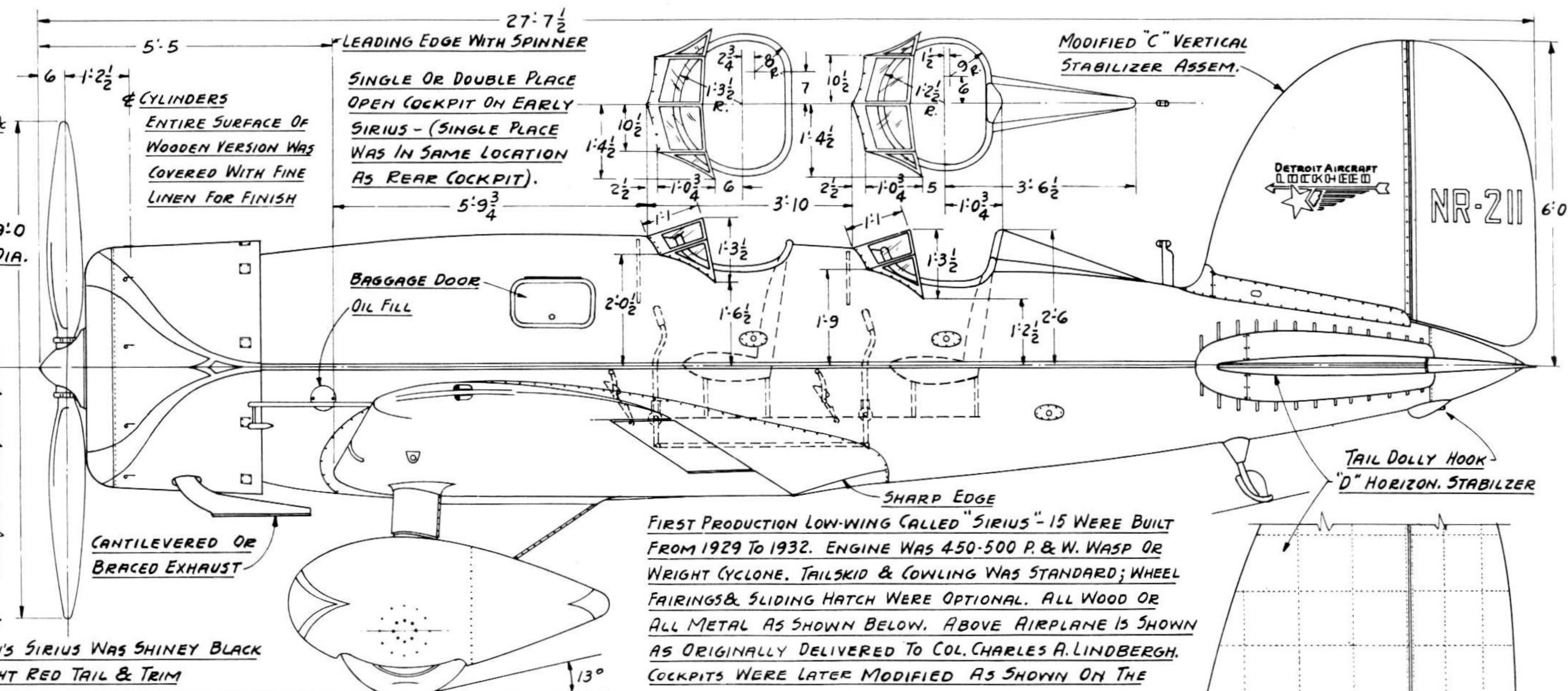
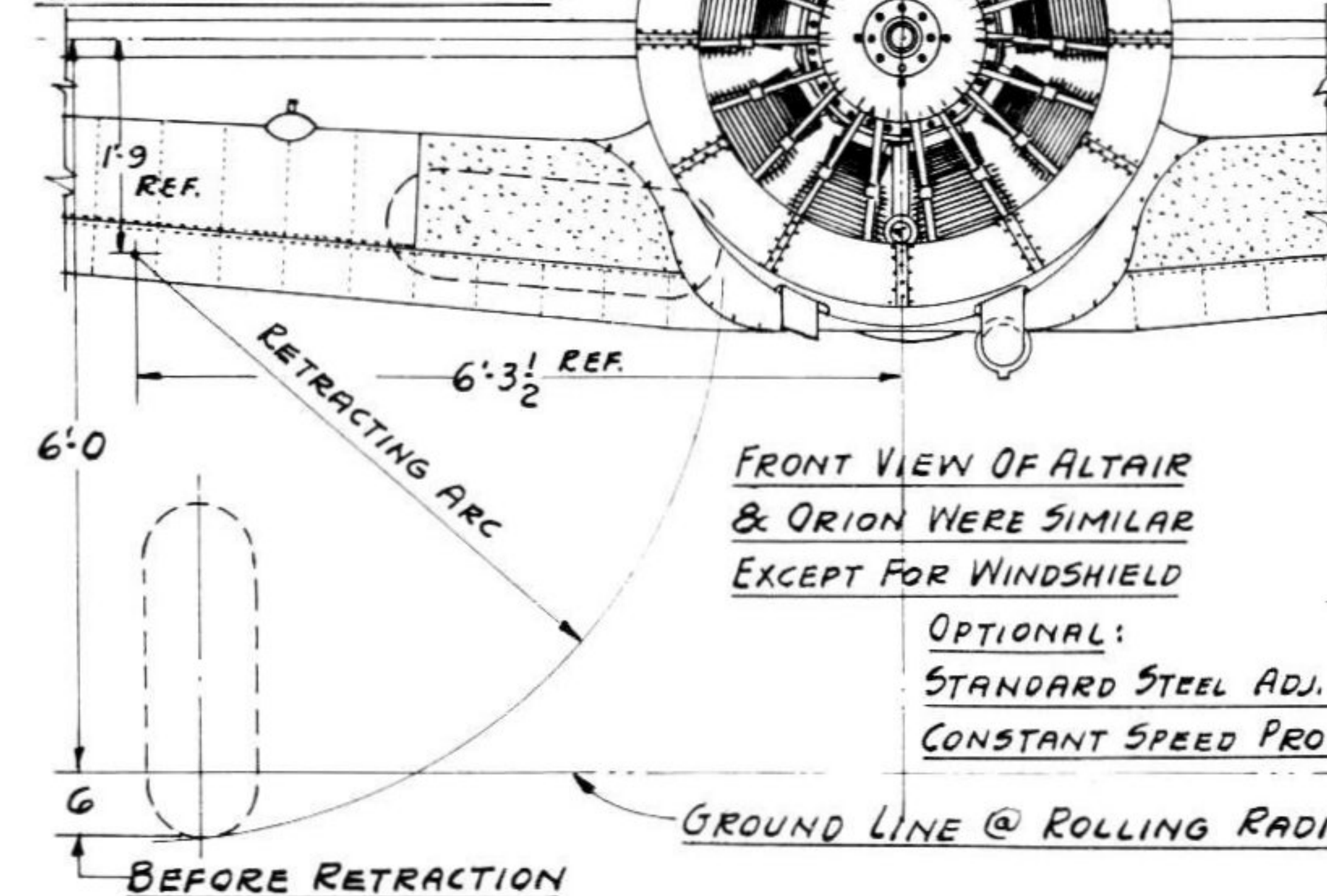
FUEL FILL - SIRIUS ONLY - BLACK - WALKWAY



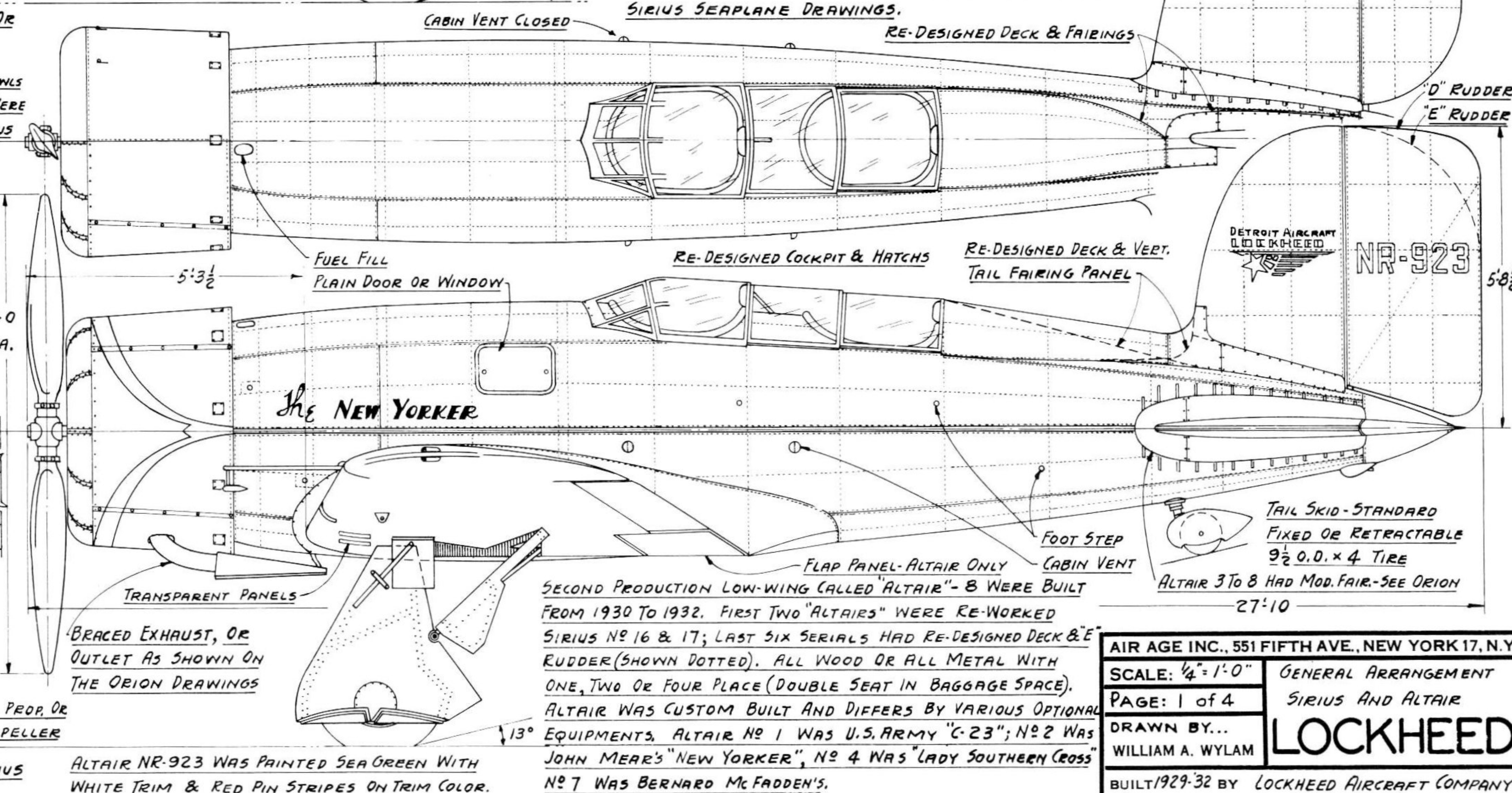
SIRIUS Nº 9 TO 15 HAD "D" TAIL ASSEMBLY AND SLIDING HATCH AS SHOWN AT RIGHT

SIRIUS Nº 16 & 17 WAS FITTED WITH RETRACTABLE LANDING GEAR AND WAS RE-NAMED "ALTAIR". ALTAIR Nº 3 TO 8 HAD RE-DESIGNED DECK (AFT OF REAR COCKPIT) AND VERTICAL TAIL FAIRING WITH "E" RUDDER.

ALL FUSELAGES HAD SAME OUTLINE & CROSS SECTIONS AS SHOWN ON VEGA PLANS.



FIRST PRODUCTION LOW-WING CALLED "SIRIUS" - 15 WERE BUILT FROM 1929 TO 1932. ENGINE WAS 450-500 P. & W. WASP OR WRIGHT CYCLONE. TAILSKID & COWLING WAS STANDARD; WHEEL FAIRINGS & SLIDING HATCH WERE OPTIONAL. ALL WOOD OR ALL METAL AS SHOWN BELOW. ABOVE AIRPLANE IS SHOWN AS ORIGINALLY DELIVERED TO COL. CHARLES A. LINDBERGH. COCKPITS WERE LATER MODIFIED AS SHOWN ON THE SIRIUS SEAPLANE DRAWINGS.



SECOND PRODUCTION LOW-WING CALLED "ALTAIR" - 8 WERE BUILT FROM 1930 TO 1932. FIRST TWO "ALTAIRS" WERE RE-WORKED SIRIUS Nº 16 & 17; LAST SIX SERIALS HAD RE-DESIGNED DECK & "E" RUDDER (SHOWN DOTTED). ALL WOOD OR ALL METAL WITH ONE, TWO OR FOUR PLACE (DOUBLE SEAT IN BAGGAGE SPACE). ALTAIR WAS CUSTOM BUILT AND DIFFERS BY VARIOUS OPTIONAL EQUIPMENTS. ALTAIR Nº 1 WAS U.S. ARMY "C-23"; Nº 2 WAS JOHN MEAR'S "NEW YORKER", Nº 4 WAS "LADY SOUTHERN CROSS" Nº 7 WAS BERNARD MC FADDEN'S.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: 1/4" = 1'-0"

PAGE: 1 of 4

GENERAL ARRANGEMENT

SIRIUS AND ALTAIR

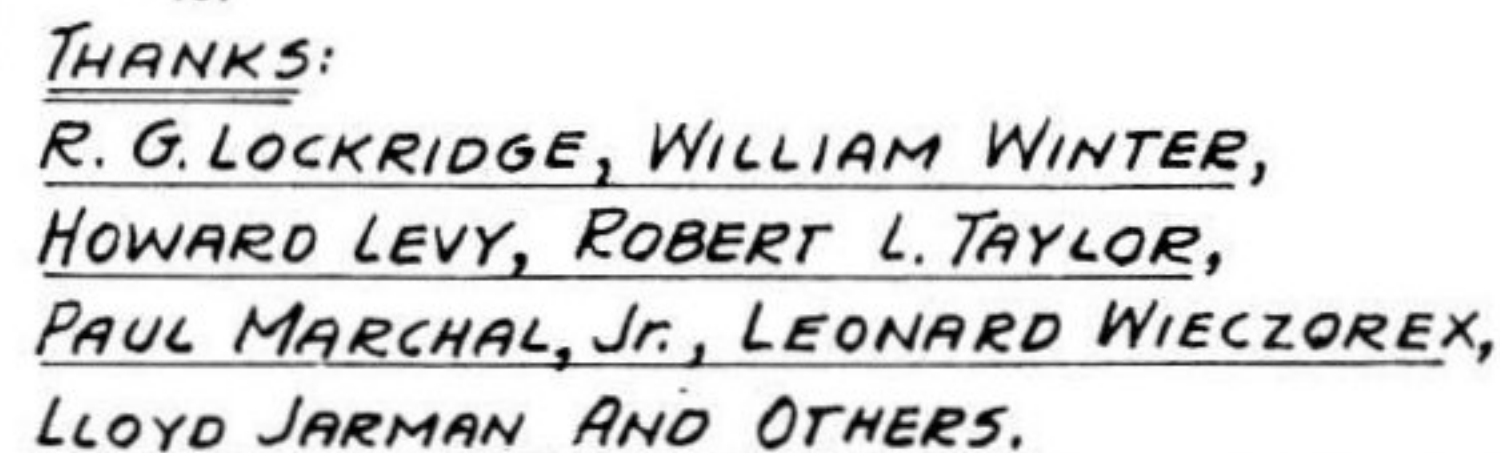
DRAWN BY...

WILLIAM A. WYLAN

LOCKHEED

BUILT 1929-32 BY LOCKHEED AIRCRAFT COMPANY

METAL SHOWN

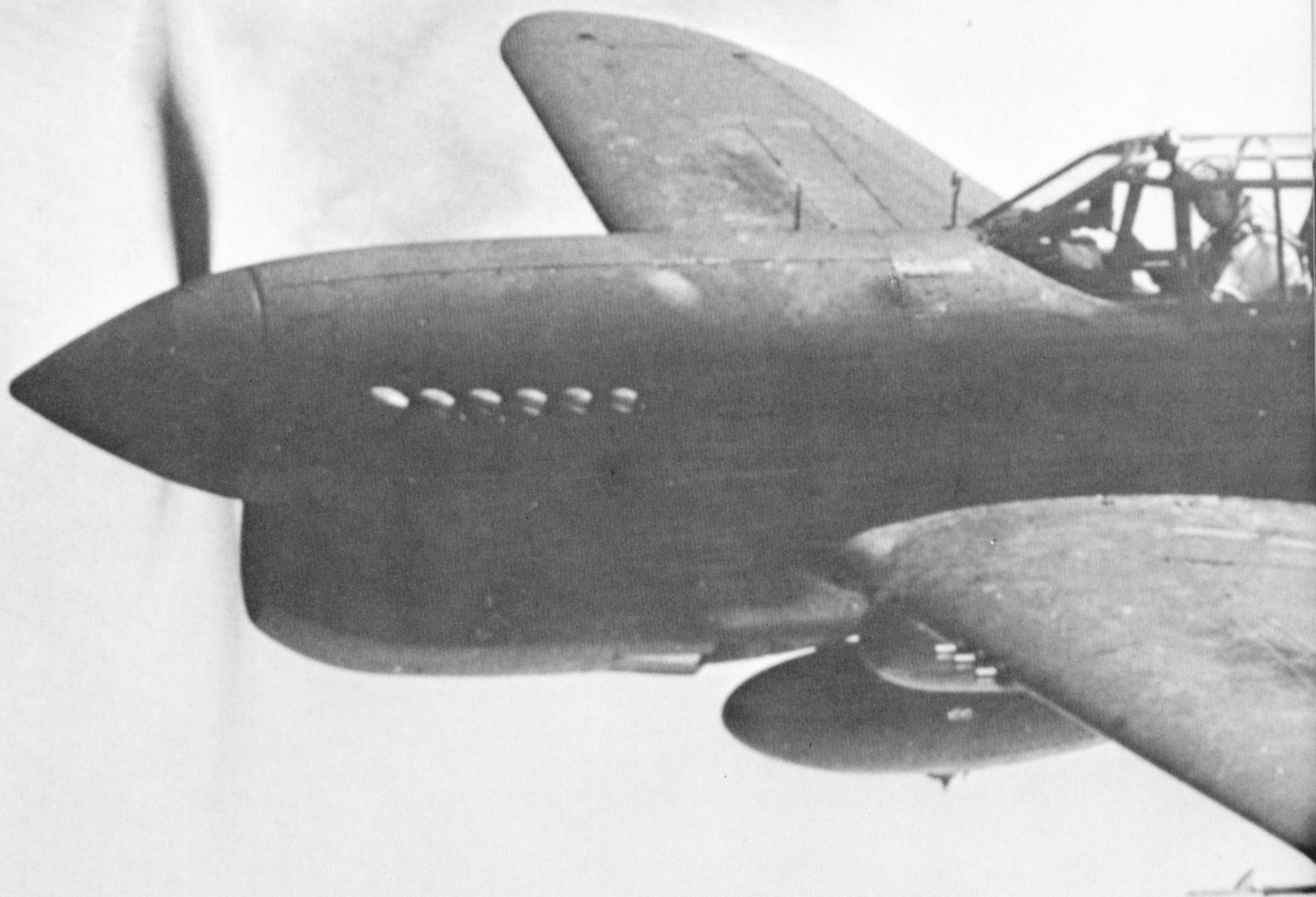


BUILT 1931-32 BY LOCKHEED AIRCRAFT COMPANY

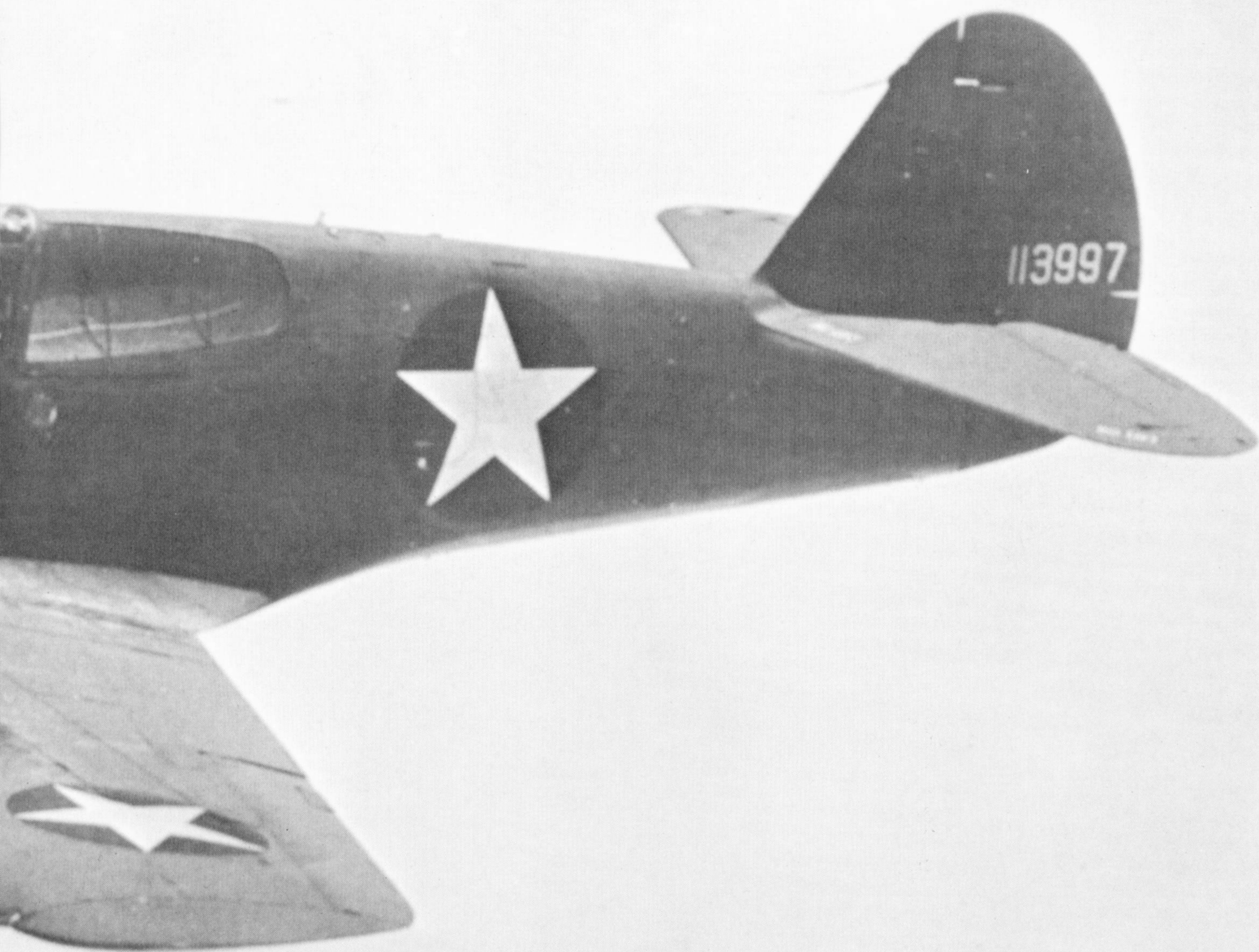


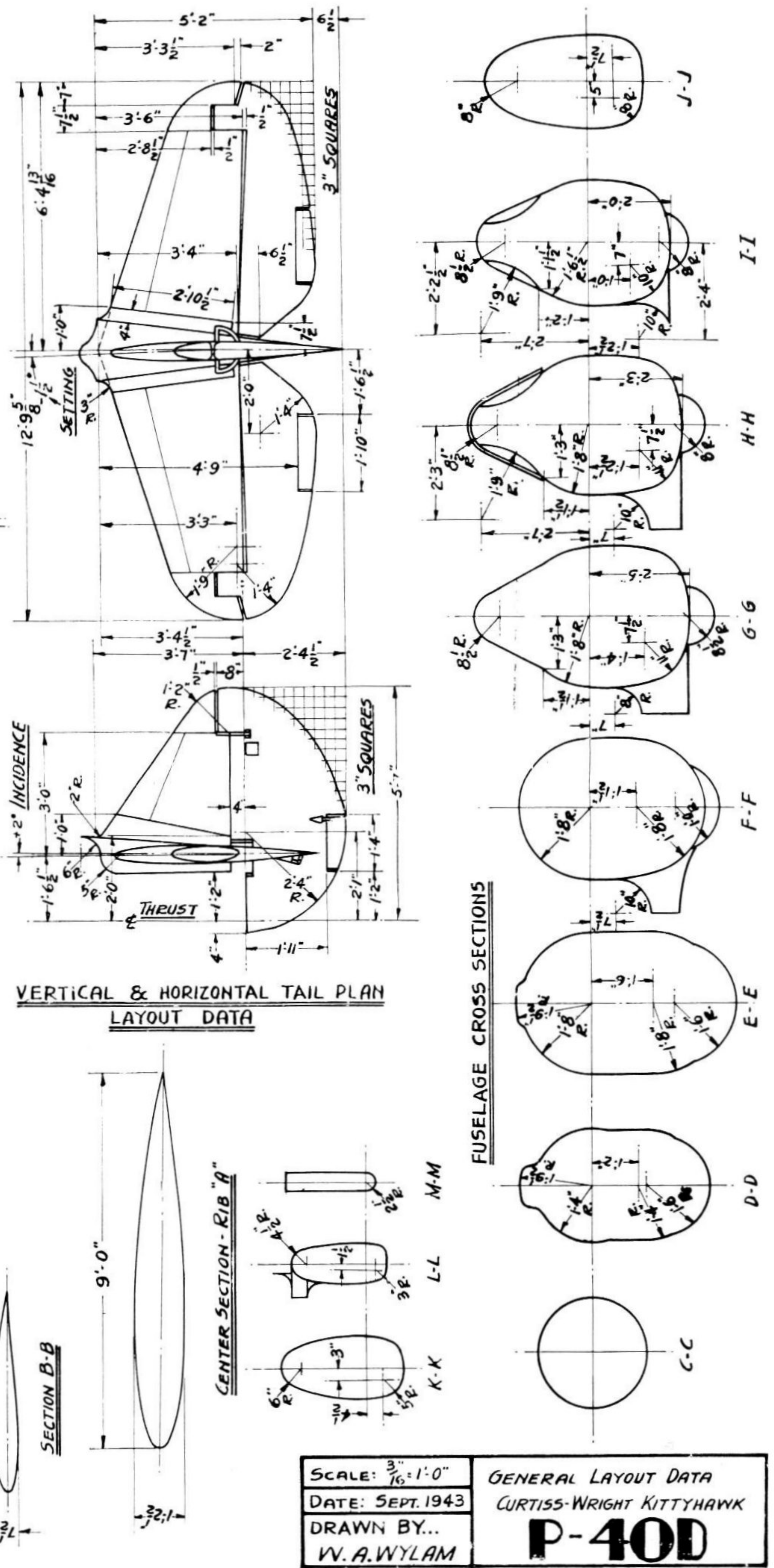
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: $\frac{1}{4}" = 1' - 0"$	GENERAL ARRANGEMENT
PAGE 4 of 4	VEGA AND SIRIUS SEAPLANES
DRAWN BY... WILLIAM A. WYLAM	LOCKHEED
BUILT 1926-32 BY LOCKHEED AIRCRAFT COMPANY	

CURTISS P-40F WARHAWK



Rolls-Royce Merlin





SCALE: $\frac{3}{16}'' = 1'-0''$
DATE: SEPT. 1943
DRAWN BY...
W. A. WYLAM

GENERAL LAYOUT DATA
CURTISS-WRIGHT KITTYHAWK
P-40D





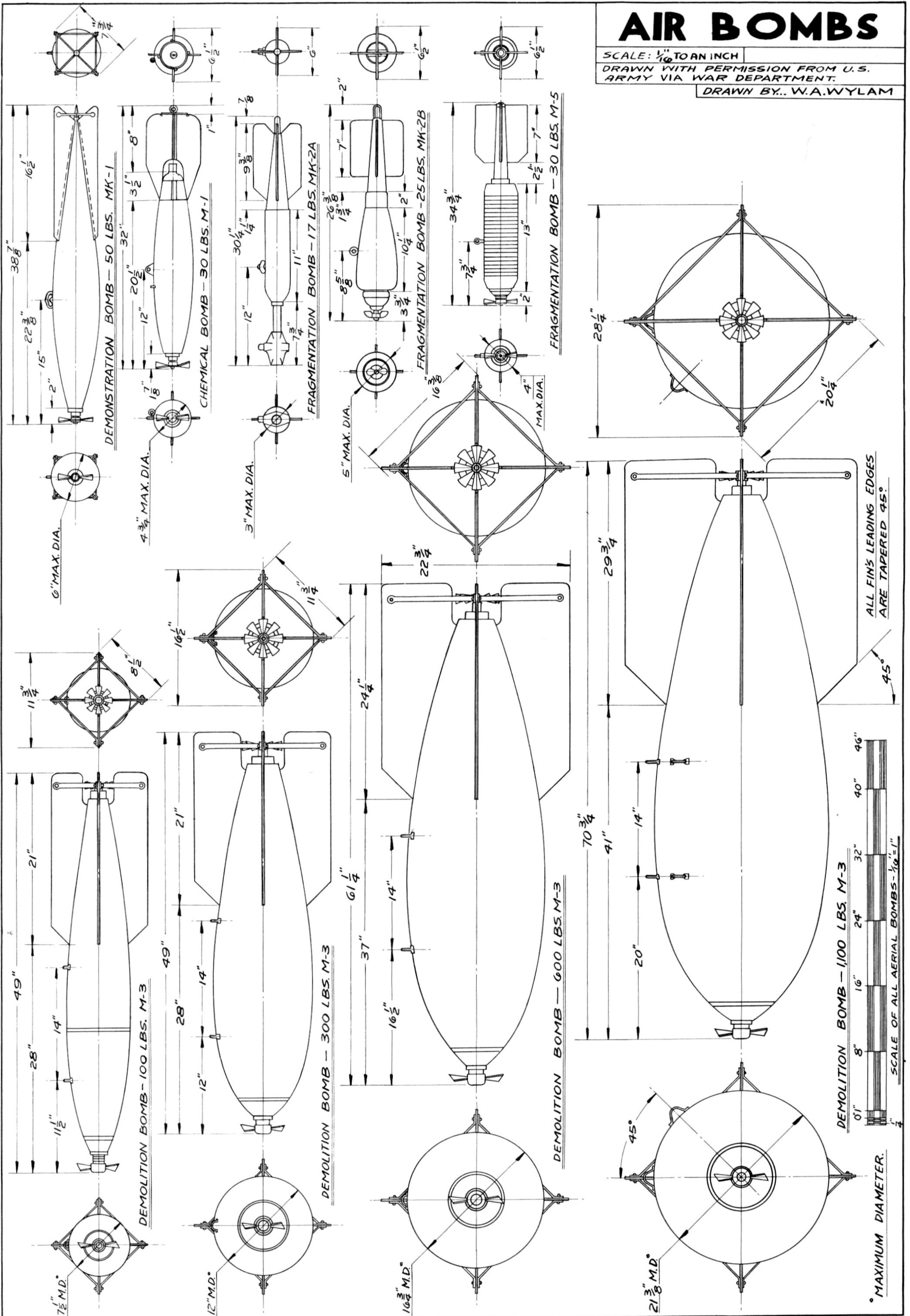


AIR BOMBS

SCALE: $\frac{1}{16}$ " TO AN INCH

DRAWN WITH PERMISSION FROM U.S. ARMY VIA WAR DEPARTMENT.

DRAWN BY... W.A. WYLAM





AIR AGE INC.

All rights reserved.

This book, or parts thereof,
may not be reproduced in any
form without written permis-
sion of the publisher.

PRINTED IN THE UNITED STATES OF AMERICA